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NEW HANKOW INSTRUCTIONS.

HOPES FOR A GENERAL SETTLEMENT.

SHANGHAI CONSULS DISCUSS THE SITUATION.

MORE YANGTSE FERMENT.

As a result of the British Cabinet meeting on the China crisis, fresh instructions have been sent to Sir Miles Lampson for communication to Mr. O'Malley, laying down the lines on which the negotiations with Mr. Eugene Chen may continue. It is hoped that if an agreement is signed, it may be the beginning of a general settlement. In some quarters, however, doubts are expressed as to the likelihood of an agreement being reached.

Despite the Chekiang debacle, Marshal Sun Chuan-fang remains at Nanking. Interviewed, he expressed approval of the presence of British forces in Shanghai.

The Consular Body at Shanghai has met to discuss the present situation, but the results have not been disclosed.

The destroyers Wanderer and Wolverine and the gunboats Aphis and Ladybird have arrived at Port Said and left again for China.

There are reports of continued anti-foreign agitation on the Yangtze, especially at Chungking, Ichang and Changsha.

London, Feb. 18.

The Cabinet has sent to Sir Miles Lampson instructions for communication to Mr. O'Malley, laying down the lines on which the negotiations with Mr. Eugene Chen can continue.

It is pointed out that Sir Austen Chamberlain announced last week his readiness to authorise the signing of an agreement, and it is therefore hoped that since Mr. Chen is also reported as agreeable to sign, all obstacles may be eliminated. It is hoped that if an agreement is signed, it may be the beginning of a general settlement.—*Reuter.*

CABINET MEETING.

Fresh Instructions.

London, Feb. 18.

Following last night's Cabinet meeting on the Chinese situation, fresh instructions were despatched to the British representative in China indicating the lines on which the Hankow negotiations can be continued.

Mr. O'Malley and Mr. Chen have been engaged upon a local agreement regarding the future of the British Concession at Hankow, but the past history of the negotiations makes it unsafe to predict that the signature will now take place.—*British Wireless.*

THREAT ON SHANGHAI.

Marshal Sun Still at Nanking.

Shanghai, Feb. 18. Marshal Sun Chuan-fang remains at Nanking, despite the Chekiang debacle.

Interviewed by a foreign correspondent Marshal Sun expressed his approval of the presence of the British expedition at Shanghai. "I know that it was the intensive anti-British campaign and Bolshevik agitation by Red agents under the Soviet direction which has cost foreigners serious discomforts and heavy losses which prompted this troop movement. We are fighting forces whose activities have made the movement essential, but I have no reason to fear anything for China from an expedition sent here in the spirit in which Britain is sending these units."

The Consular Body has held a meeting to discuss the situation, but the results have not been disclosed.—*Reuter.*

Wounded and Stragglers.

London, Feb. 18.

Newspapers report that Marshal Sun Chuan-fang's forces have now evacuated Hangchow, and that the Cantonese National troops are continuing their advance.

Refugees and wounded and stragglers from Marshal Sun's

forces are arriving at Shanghai, where local opinion regards the presence of British and other foreign contingents as re-assuring safeguard against disorder in the International Settlement.—*British Wireless.*

MORE NAVAL BOATS.

Departure From Port Said.

Port Said, Feb. 18.

The destroyers Wanderer and Wolverine and the gunboats Aphis and Ladybird have arrived here. They are leaving for China to-night.—*Reuter.*

YANGTSE FERMENT.

Much Anti-Foreign Agitation.

London, Feb. 18.

Reports from the Yangtze Valley indicate that anti-foreign agitation is still being continued, notably in Chungking, Ichang and Changsha.

It is not clear whether the local Chinese authorities are unwilling or unable to exercise a restraining influence.—*British Wireless.*

CHANG TSO-LIN'S VIEWS.

Disapproves American Plan.

Marshal Chang Tso-lin cannot accept the American proposals for the neutralization of Shanghai because acceptance might mean approval of a form of intervention by the Powers, declared General Yang Yu-ting, Marshal Chang's Chief of Staff, interviewed on his arrival at Peking.

According to the Toho news agency, General Yang devoted some attention to the question of Shanghai and the possibility of a settlement of national questions without further resort to warfare. "If General Chang Kai-shek will thoroughly subdue the Communist movement in China and expel Communists from his army, it is not impossible that a compromise might be brought about between the Northern and Southern armies," he stated. "As for the American proposal for the neutralization of Shanghai, we are not able to approve of it because should we accept, the realizing of the proposals might lead to intervention by foreign Powers in Chinese territory in the guise of neutralization."

Referring to the situation in Honan, General Yang said it went without saying that Marshal Wu Pei-fu was on Marshal Chang's side, but in view of the threatening situation in Chekiang, the Fengtien troops have decided to carry their advance into Honan aiming at the Wu-Han district in order to cripple the activities of the Southern forces.

CHINA CRISIS.

FURTHER HOME OPINIONS.

FORMER GOVERNOR'S VIEWS.

Home papers just to hand show that much attention is being given to the China crisis.

In the course of an interview in the *Daily News*, Sir Matthew Nathan, a former Governor of Hongkong, who recently revisited China, did not think that things will ever be again the same in China as they were before the growth of the spirit of nationalism, but believed that the direction of that spirit against Great Britain would die down if the violent Soviet propaganda ceased. We should do what we can, he said, to counteract the propaganda, and to make the Chinese realise that nothing would be more advantageous or welcome to this country than a Nationalist Administration which would make unnecessary the security of foreign trade in the future any interference in the internal affairs—national or local—of China.

Soviet Influence.

Sir Gershom Stewart, M.P., who spent twenty-four years in business in China, and was a member of the Hongkong Legislative Council, said a revision of Treaties is bound to be undertaken. He did not agree that "Nationalism" is the cause of the situation. He attached significance to the influence of Bolshevism on the Cantonese, but he considered that, when the Cantonese had achieved their ends, they would endeavour to throw over their present leaders. Great Britain's attitude to changing China should be one of sympathy with legitimate aspirations.

"Can We Not Mean Business?"

In a letter to *The Times* Vice-Admiral A. P. Davidson says: As Hankow was known to be a storm centre, it is unthinkable that, given a free hand, the Admiral Commanding would not have ordered aircraft, planes, or seaplanes to back up the small naval force at Hankow. I submit that, if it is not intended to uphold the honour of the British flag and to bow the knee to Moscow, it is best to withdraw ships and men; but if our policy means to maintain British prestige at all costs, and the Navy is backed up to carry out this duty, history will probably repeat itself, as in Crete, if we do not wear the velvet glove too long. If naval initiative is crabbed and confined for the new Commander-in-Chief, Admiral Tyrwhitt, the further insolence and aggression of Cantonese will know no bounds, and the conflagration in China may spread to such proportions that may take the might of the British Empire to quell. Can we not mean business in China as much as our cousins across the water are doing in Nicaragua?

Admiral Hall's Views.

"We are not going to do any good in China by having our flag hauled down, evacuating women and children, and allowing houses, shops, and warehouses to be invaded by a mob. What is going to help us is the prestige of the British flag, backed by the stout heart of the British nation," declared Admiral Sir Reginald Hall, Director of Naval Intelligence during the Great War, and the cheers of a Conservative meeting at Bath. "I believe, if we only stand firm, we can keep the flag flying, and have no more incidents like that of Hankow. If we want foreign nations to respect the British flag, we must assert our rights. Contempt and total loss of trade would follow the hauling down of the flag and the running away on every occasion on which a Labour manifesto declared the British had no right in China."

TO-DAY

Dollar on demand 2/5/16
Lighting-up 6.22 p.m.

BOMB EXPLOSION AT HANGCHOW.

SEVEN SOLDIERS KILLED AS RESULT.

FIVE HOUSES DESTROYED.

Seven soldiers were killed, several injured and five houses demolished by a bomb explosion in a military base at Hangchow on Wednesday of last week, according to reports reaching Shanghai.

The explosion occurred at 6.40 p.m., in a camp in the north part of the city. Five soldiers were killed outright and two others were mortally wounded. They were rushed to the Church Missionary Society Hospital but they died a short time after admission. The force of the explosion was so great that five houses were demolished by the blast.

Conflicting reports are being circulated in Hangchow regarding the cause of the explosion. One report states that soldiers were playing with a bomb, and another states the bomb was left in the camp by the Chekiang 1st division before it went over to the Cantonese. It is probable that the latter report is correct as similar explosions occurred at a camp in the south of the city only a short time ago after the rebel Chekiang troops left.

SIR FRANCIS AGLEN.

HONOURED BY HIS MAJESTY.

London, Feb. 18.

A *Gazette* announces that His Majesty the King has conferred on Sir Francis Aglen the Grand Cross of the Order of St. Michael and St. George.—*Reuter.*

It will be remembered that Sir Francis Aglen, who has been Inspector General of the Chinese Maritime Customs since 1911, was recently "dismissed" from his post by the Peking authorities on account of his attitude towards the suggestion that the Customs should also collect the newly-imposed surtaxes. Sir Francis contended that the Customs could only collect taxes authorised by Treaty and that the surtaxes, although agreed to by some of the Powers, were not so authorised.

Sir Francis first joined the Customs services as long ago as 1888 and rose to Deputy Commissioner and Commissioner, acting at several of the important centres. In 1910 he was made Deputy Inspector General, and has been Inspector General since 1911. He holds many Chinese decorations, and was honoured by the K.B.E. decoration in 1918.]

OUR VOLUNTEERS.

LATEST PROMOTIONS.

His Excellency the Governor has made the following appointments in the Hongkong Volunteer Defence Corps, with effect from the 15th February:

Mr. H. E. Standage, O.B.E., to be Major.
Mr. T. G. Weall, to be Lieutenant.
Mr. F. S. Harrison, to be Lieut.
Mr. A. H. Gillingham, to be Lieutenant.

QUAKE IN FRANCE.

SEVERE SHOCKS IN NORMANDY.

London, Feb. 18. A message from Caen, Normandy, says that earthquake shocks have occurred at St. Malo, Cherbourg, Granville and Caen.

The shocks at the last-named place displaced furniture, and smashed ornaments.—*Reuter.*

LADY MAUDE HOARE.

HONOURED BY THE KING.

London, Feb. 18.

His Majesty the King has approved the appointment of Lady Maude Hoare, who accompanied Sir Samuel Hoare on his flight to India, to be a Dame Commander of the Order of the British Empire.—*British Wireless.*

[Lady Maude Hoare is a daughter of the 6th Earl of Beauchamp.]

RUSSIAN MONEY.

DEBATE IN HOUSE OF COMMONS.

THE RIGHT TO STRIKE.

London, Feb. 18.

The House of Commons to-day debated a Bill prohibiting any person or association from inviting, accepting or using funds from foreign sources to further or maintain industrial disputes in Great Britain.

The second reading of the bill was moved by Mr. Mitchell Banks (Conservative), who mentioned the large sums which had come to this country during the coal dispute of last year. He pointed out that the Home Secretary himself had stopped \$1,000,000 sent from Moscow to assist the general strike.

Strikes Lawful.

Sir William Joynson Hicks, Home Secretary, announced that the Bill would be left to the free vote of the House, but he deprecated its adoption. He pointed out that industrial strikes were permitted by British laws, a distinction must be made between revolutionary and industrial objects and between what was illegal and what was legal. He had prevented monies coming in for the purposes of a general strike, because a general strike was illegal. He asked whether, if the House passed the Bill, it would not be doing that which the Conservative Party had been accused of doing—striking a blow at the whole principle of Trade Unionism.

A New Bill.

The Government were about to bring in a Bill to deal with the position of Trade Unions, and it was admittedly a very difficult Bill to bring in, but the Government had consistently stated that they were no enemies of Trades Unions, and in the provisions of that Bill they would only seek to improve the position of Trade Unionists and no attack whatever would be made on the principles of Trade Unionism. The Government could deal with illegal strikes and with the Russian menace whenever it became necessary.

The Bill was rejected by 183 votes against 75. The Home Secretary voted for its rejection.—*British Wireless.*

The Russian Menace.

London, Feb. 18.

In the course of the debate on the Bill prohibiting funds from abroad for the furtherance of industrial disputes, the Home Secretary said he had all necessary powers for acting in times of peril like the illegal general strike, but the coal strike was of a legal character. He recognised the justice of the Labourite submission that the Bill cut at the right of Trade Unionists to strike in an industrial dispute. The Government would not shrink at the right time, from asking for powers to deal with the Russian menace with regard to Communism in our midst.—*Reuter.*

NAVAL LIMITATION.

A THREE-POWER PACT SUGGESTED.

Washington, Feb. 18.

President Coolidge is now considering the next move in connection with his plan of naval disarmament, and conferred yesterday with Mr. Kellogg and naval military experts.

No statement was issued after the conference but well-informed circles are generally of the opinion that if France cannot be persuaded to participate in a five-Power Conference and Italy also decline, the President will endeavour to induce Britain and Japan to allow their representatives at Geneva to discuss whether a three-Power Pact between them and America is feasible with regard to the limitation of warships not covered by the Washington Treaty.—*Reuter.*

Bulls and Inners

From the Office Butts.

We believe the Talpo Foreign Malarial Investigation Committee has sent a letter of congratulation to Colonel Boylan Smith, accompanied by samples.

The days have been lengthening quite perceptibly, but wait until you see the ladies' faces after viewing a whole brigade on their golf course.

All of which goes to show how terrible a thing is war.

Just before leaving Home for the East, the wife of a marine presented him with twins. We trust she was insured against marine risks.

Which prompted McWhirter to remark that he'd rather have a hazardous godown than a hazardous showdown of that sort.

"Lost," reads an advertisement in the *S. C. M. Post*, "Yellow fox fur, last seen in the Hongkong Hotel." It is not true that it was attracted by the grapes in the Cafeteria.

This talk of applying the prohibition law to Manila is merely dry humour.

We wonder whether the open door in China can stand a jar?

This week's stray bat from the belfry:—"Why not invent glass bowls with perches so that gold fish can sit down occasionally?"

The man from Aberdeen, Mr. "Bon Accord" comes back again, but with a sneer this time. "Do we think we are funny?" he snarls.

We took the matter to Mr. Whirter. He says a great many folk believe Scotsmen are humorous because humour is a gift.

This week's sub-title from the silent screen:—"The villain was so tough he could chase a bear up a tree and come down with a fur coat on."

Ninety-nine per cent. of the Nationalists don't know what it is all about except that they are in the right.

Explaining that "several words are doubtful owing to bad atmospheric conditions," the *Telegraph* stated that King George has presented an "Aims Dish for New York Cathedral." Sounds as if the visibility was also at fault.

Professor A. M. Low, D.S.C., "reminds us... that the day will come when we shall be able to transmit smells." Fancy being connected with Wanchai in mistake for Mr. Peak D. Weller's sweet-pea bed!

It would be rather good fun, however, switching the effluvia of that burst drain next door through to the head (and nose) of the Sanitary Department.

"Eugene Chen Silent," says a *Telegraph* poster. Are all the typewriters worn out in Hankow?

If any of these anti-British agitators get out of work, they ought to be able to find jobs as bill-posters.

The United States now has only 6,000 Reds, compared with 35,000 in 1919. We must look up the passenger lists for China.

A good tune played on a saxophone is about as beautiful as a woman in a diving suit.

The Hongkong Radio Society is at last disturbing the ether. Among the next items to be broadcast will be a series of noises made by road-making apparatus—ancient and modern.

"Chinese Reader."—Yes, T. U. C. is explosive.

Mr. Charles Chaplin, the film man, commenting on his wife's divorce suit, has said, "It's terrible; too terrible for words." Exactly.

From a Shanghai contemporary:—"A Chinese fell from a building yesterday and was fatally, if not seriously injured."

According to the report of a local law case, "...the seller agreed to buy direct from the purchaser." We trust our landlord will adopt this system and agree to pay us our rent.

The *Morning Post*, by stating that February 15th, was Shrove Tuesday, and therefore, according to the calendar, March 1st, evidently believes in keeping ahead of the times.

The report that thieves stole five revolvers and three hundred rounds of ammunition from the Canton Christian College shows that chanting chants and taking chance are two different things.

A contemporary speaks of the cost of British troops up to "February 31." We suppose that'll be in leap-year.

The latest styles for men's wear in Aberdeen are coats with ultra-small pockets.

Britain's unemployed now number nearly as many as Canton's unemployed.

A Home politician says 1927 will be a year of hard work for Brit-tishers. Some of our local young bloods feared as much.

In one of the Yangtze river ports the other day they lopped the heads off ten spies. We do it differently here. We would have arrested ten, tried four and perhaps have convicted one when he got out of hospital.

This Hankow business reminds us that political fences are often merely hedges.

These Nationalist Government Bonds are mostly guilt-edged.

McWhirter on his return from Home leave said that, after all, there is probably something in National Independence. In any case, he says, the Chinese can buy cigarettes in China after eight o'clock at night.

A correspondent writes that Hongkong Boxing is all right but we want more of it. "What about putting on a final preliminary after the big bout?"

Yes, that would be a new innovation.

A crowd collected in Queen's Road the other evening. Upon investigation, it proved to be a Boy Scout who had got dizzy through doing too many good turns in one day.

Too much of the uplift at Kowloon Tong is confined to noses.

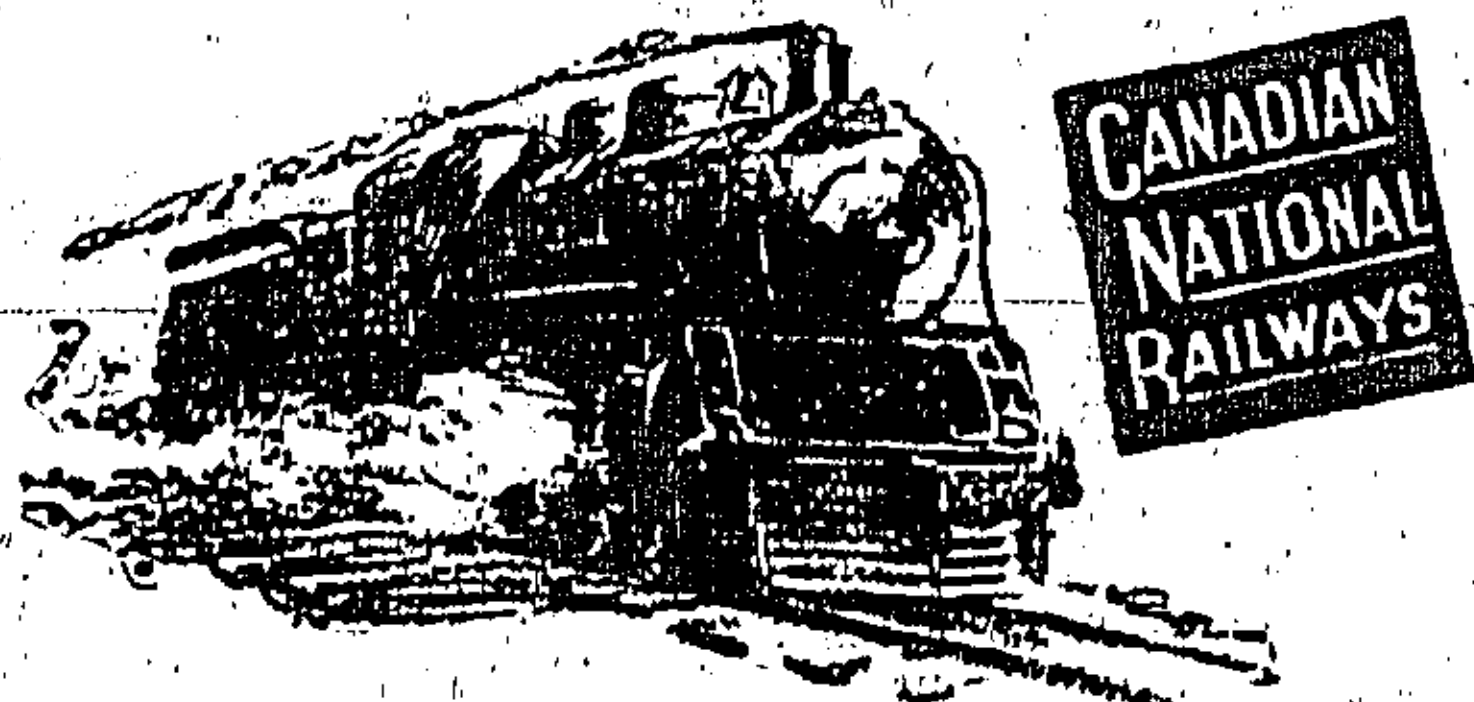
Next best thing to a holiday, according to some local students, is for the Government to acquire the school building as a military hospital.

The annual sale of coloured bits of paper, at \$5 and \$10 each, is now in full swing.

A Kowloon lady was fined for "allowing two days to be abroad without a muzzle or lead," according to the *Telegraph*. Somebody must have been too dazed to remember that although "every dog has his day," you can't muzzle it!

There is no truth in the rumour that, after correctly predicting Wednesday's fog, Observatory Officials were so impressed, that they immediately bought several sweep tickets.

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BANKNOTE CASE.

APPEAL TO PRIVY COUNCIL.

The full Court assembled yesterday to hear a petition made by Mr. Eldon Potter on behalf of the Hongkong and Shanghai Bank for leave to appeal to the Privy Council in connexion with the appeal heard locally before the Full Court. It may be recalled that the case concerned a \$500 banknote of which certain portions, including the number, were missing. Payment was refused and in the ensuing action judgment was given against the bank.

Judgment in the appeal case which followed was given by Sir Henry Gollan and Mr. Justice Wood last week, when it was intimated that a petition might be presented for the case to go before the Privy Council.

Mr. Potter based his arguments yesterday on the ground that the case involved a matter of general public importance and that it indirectly involved an amount of over \$5,000.

Greatest Importance.

He said the case was of the greatest importance and one that should go before the highest authority. It devolved on a consideration of the general law applicable in the case of altered documents and upon a decision of the meaning of one of the local Ordinances. There had been no decision on the point in England.

Mr. Potter pointed out that when the appeal was heard the judges differed acutely on a number of points and he submitted that it was manifestly unsatisfactory to leave the case at the present stage.

It had been found by both judges that the number on a banknote was an essential part of the note. The Court took the view of the Bank in that regard although it was argued by the other side.

Supposing he had a banknote numbered 123 which was stolen. He could go to the bank and stop payment on that note. There was a very good chance then that he would recover the money. On the judgment as it stood at the moment, the number could be rubbed out so long as the meaning was not altered and if it was merely erased payment could be obtained.

Protecting the Public.

The bank must actually pay on the note although the number had been eliminated. It was the number which enabled the bank to stop payment. That principle was so far reaching as to be of such tremendous importance that the case fell in the principle of appeal on the grounds of importance. It was one which should go to the highest tribunal.

The \$500 was nothing. It must be remembered that there was an outstanding issue in banknotes in Hongkong alone of fifty million dollars, and if the figure in the present case was compared with that it was seen how infinitesimal it really was. It was the principle which was involved however, and not the actual amount. The judgment was one which affected the public to a most alarming extent because it involved the means of prevention of theft and of protecting the public from theft.

Colony's Banknote Issue.

"It really is as important a case as has ever come in this Court" added Mr. Potter, "as it affects the banknote issue in the Colony."

Continuing he said that the principle of the decision affected the bank not only in regard to the \$500 involved in the case but until it was either upheld or reversed affected them in any notes which might fall in the same category. Evidence had been given that notes which could be put into the same category as the one involved in the present case were

CORRESPONDENCE.

PUBLIC HEALTH.

[To the Editor of the Hongkong Telegraph.]

Sir,—There are two points in H. E. the Governor's speech at the British Medical Association Dinner, on which a few comments may be permitted.

About twenty years ago, Sir Matthew Nathan, the then Governor, realized the importance of teaching Hygiene in the local schools and to stimulate interest in the subject offered prizes commensurate for annually by all the boys and girls of the Colony. During his tenure of office, this subject was compulsory in the curriculum of the schools. For reasons which I have no means to ascertain, this subject was dropped and nothing further was heard of it. As a product of Queen's College, I can testify to the usefulness of the knowledge of Hygiene I obtained while in school. The understanding of His Excellency to "revive" this subject is gratifying and I venture to suggest that it be made compulsory in certain classes for some years to come. To my mind, the possibility of future interference with its continuance in the school curriculum should engage the attention of the Governor.

I am also in agreement with His Excellency in his opinion that co-operation with the Chinese community is necessary to the attainment of better public health and that propaganda is necessary. In the streets of Hongkong, I see Shanghai-imported posters in Chinese comparing the "maloo" to a tiger's mouth and that one must not walk in the centre of the "maloo." The sight of this poster reminds me of another posted gratis in the Shanghai trams, the gist of which is that tuberculosis is the arch-enemy of men and that sitting in public places is responsible for the spread of this disease. The Chinese Medical Association is also a live organization and must be alive to the value of propaganda. It is my opinion that should the doctors in our midst take the lead in launching an Association for the Prevention of Tuberculosis, many laymen will be pleased to co-operate, thereby attaining another step towards better public health.—Yours, etc.,

RESIDENT.

received at the bank at the rate of about one a week.

Mr. Somerset Fitzroy said that the particular circumstances which had arisen in the case were unlikely to ever occur again, and submitted that it was not a case of general public importance. It was a question purely between the bank and the woman who had the note in the first place.

Numbers All Over.

He suggested that the bank could print notes with numbers all round. Of course they could all be erased. On the other hand the numbers could be watermarked through the notes.

The Chief Justice said that in the first place the petition was made on the ground that the case indirectly involved an amount over \$5,000. They were agreed that the appeal did involve a question of that kind for the reason that it involved the relations between the bank and the holders of every banknote.

In the opinion of the Court the claim for leave to appeal was correctly framed and permission for leave to appeal must be granted on that ground.

Then there was also a claim that it was a matter of general importance. It was clear in their minds that the present case came within the terms of the rule. After commenting also on the importance of the question of the erasure, the Court granted the petition for the bank to appeal to the Privy Council.

OBITUARY.

DEATH OF BISHOP SCOTT.

The death occurred on Sunday evening at St. John's University, Shanghai, of Bishop Charles Perry Scott, who had been in China for the past 53 years. The late Bishop, who was 80 years old, died very suddenly, having been, but an hour before, attending religious services at the chapel of St. John's. A seizure grasped him and death occurred almost immediately afterwards.

The Rt. Rev. Charles Perry Scott, D.D. was born in Hull on June 27, 1847. He was educated at the Charterhouse School in London and went on to Jesus College, Cambridge, taking his degree in Theology in 1869. He was ordained Deacon in 1870 and Priest the following year, and was curate to the Rev. G. H. Wilkinson, Vicar of St. Peter's, Gaton-Square, London, afterwards Bishop of St. Andrew's.

He offered himself for missionary work in North China after the first Special Day of Intercession for Foreign Missions, and in 1874 he and the Rev. Miles Greenwood left England together for China. They were first sent to Chefoo, to study the language, and lived in the house of the American Presbyterian missionary Dr. Nevill, who helped them greatly, and took them in turn on tours into the interior.

In 1877 Bishop Russell of North China presented Mr. Scott to an honorary canonry in his Cathedral at Shanghai, where in the absence of Dean Butler he had charge of the services of the Church for some weeks.

The great famine of 1878-9 called Mr. Scott to take part in Relief Work provided from foreign sources in Shansi and Honan. The endowment for a Missionary Bishopric for North China was provided in 1880 and the Archbishop of Canterbury chose Mr. Scott as first Bishop and he held that position till his resignation in 1913, suffering the loss of all his possessions in the Boxer Uprising.

Bishop Scott was married in 1889 to Miss Frances Emily Burrows of Oxford, who died in 1900.

After Bishop Scott's resignation of his charge he lived in Peking at Chung Te School, lending assistance to the work of the Church in many ways. He was on his way to England when he died.

ARMS CASES.

TWO BOAT MISTRESSES
SENTENCED.

The mistresses of two passenger sampans were each sentenced to six months' imprisonment by Mr. T. W. Ainsworth at the Kowloon Magistracy yesterday afternoon under the Arms Ordinance.

Mr. C. A. S. Russ appeared for one of the women on a charge of being in unlawful possession of four automatic pistols and 700 rounds of ammunition.

He pleaded guilty to possession, but relied upon the explanation that the parcel which contained the arms was given to the woman by a passenger to keep, she not knowing what the parcel contained.

The Crown, represented by Chief Preventive Officer Clarke, submitted that the arms and ammunition were found concealed in the hold and that when charged the defendant made a statement to the effect that she would receive \$8 for taking care of the parcel.

The defendant in the second case returned a similar plea on a charge of possession of 12,000 rounds of ammunition, and on the prosecution proving that the ammunition was concealed and that the defendant also stated she was to receive \$15 for keeping the contraband, a conviction was registered.



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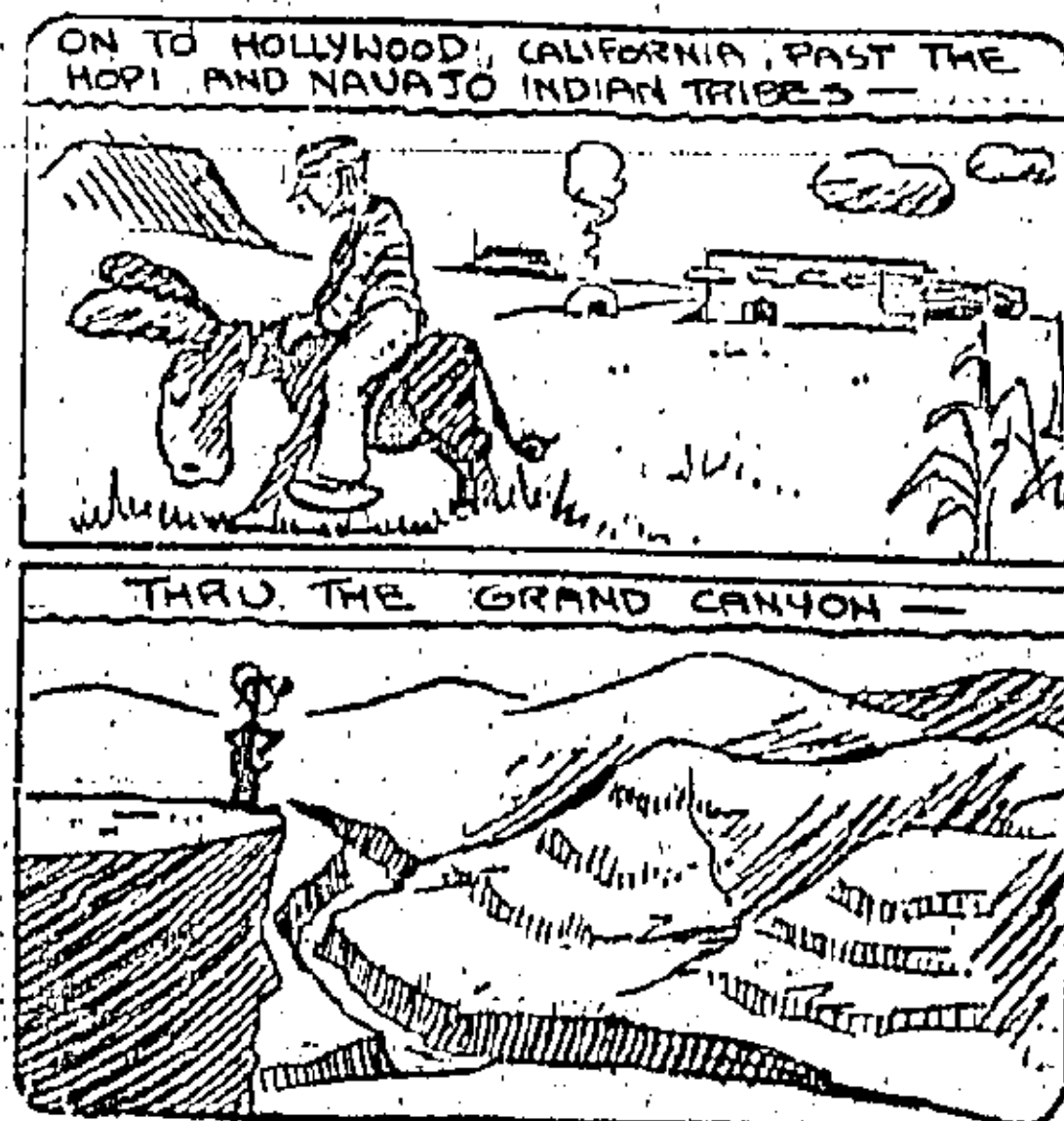
Nervous debility

frequently is caused by faulty nutrition and can be corrected by a regular course of this lung-healing and body-building food. Ask for

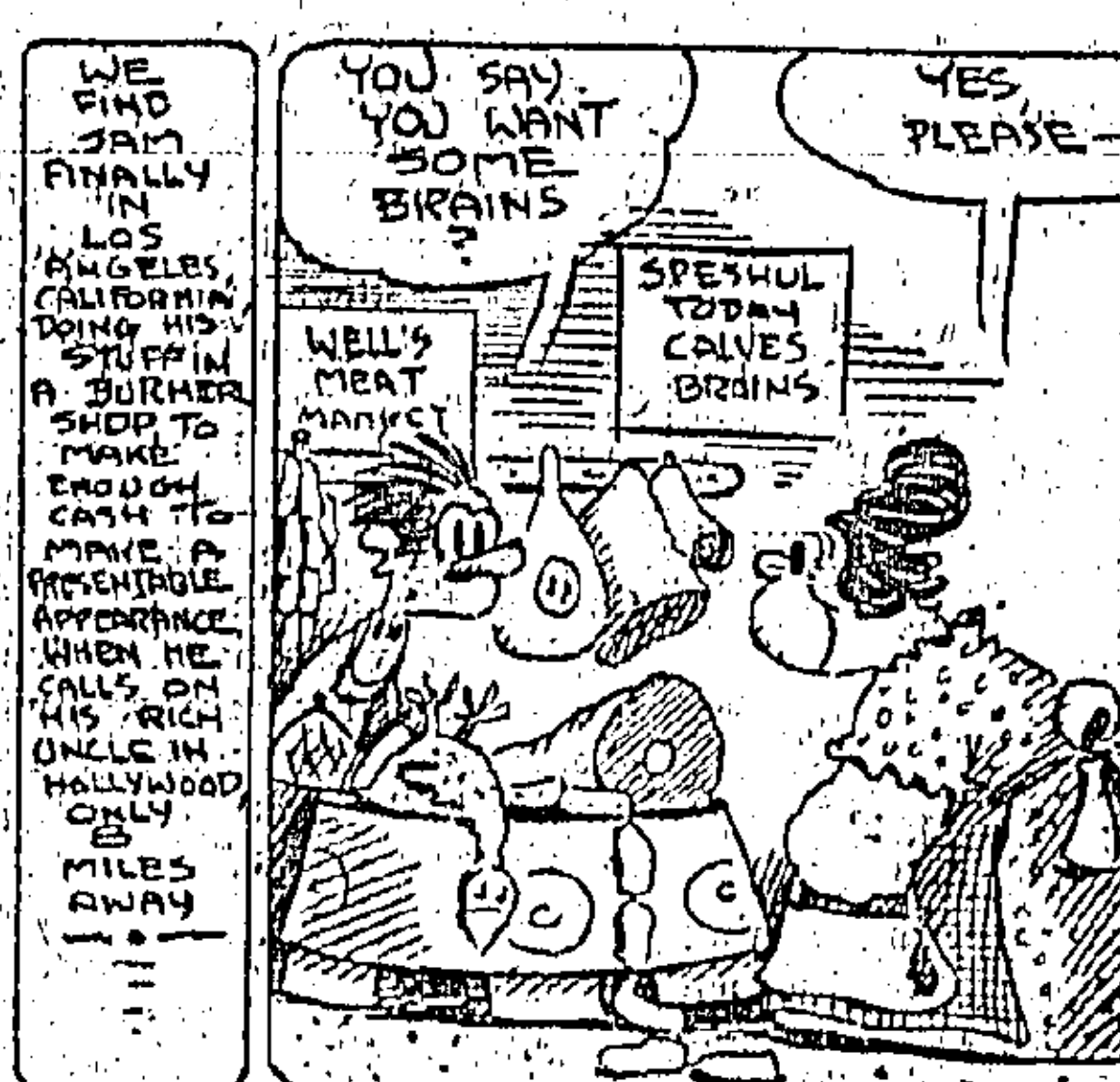


SCOTT'S Emulsion
The protector of life

SALESMAN SAM

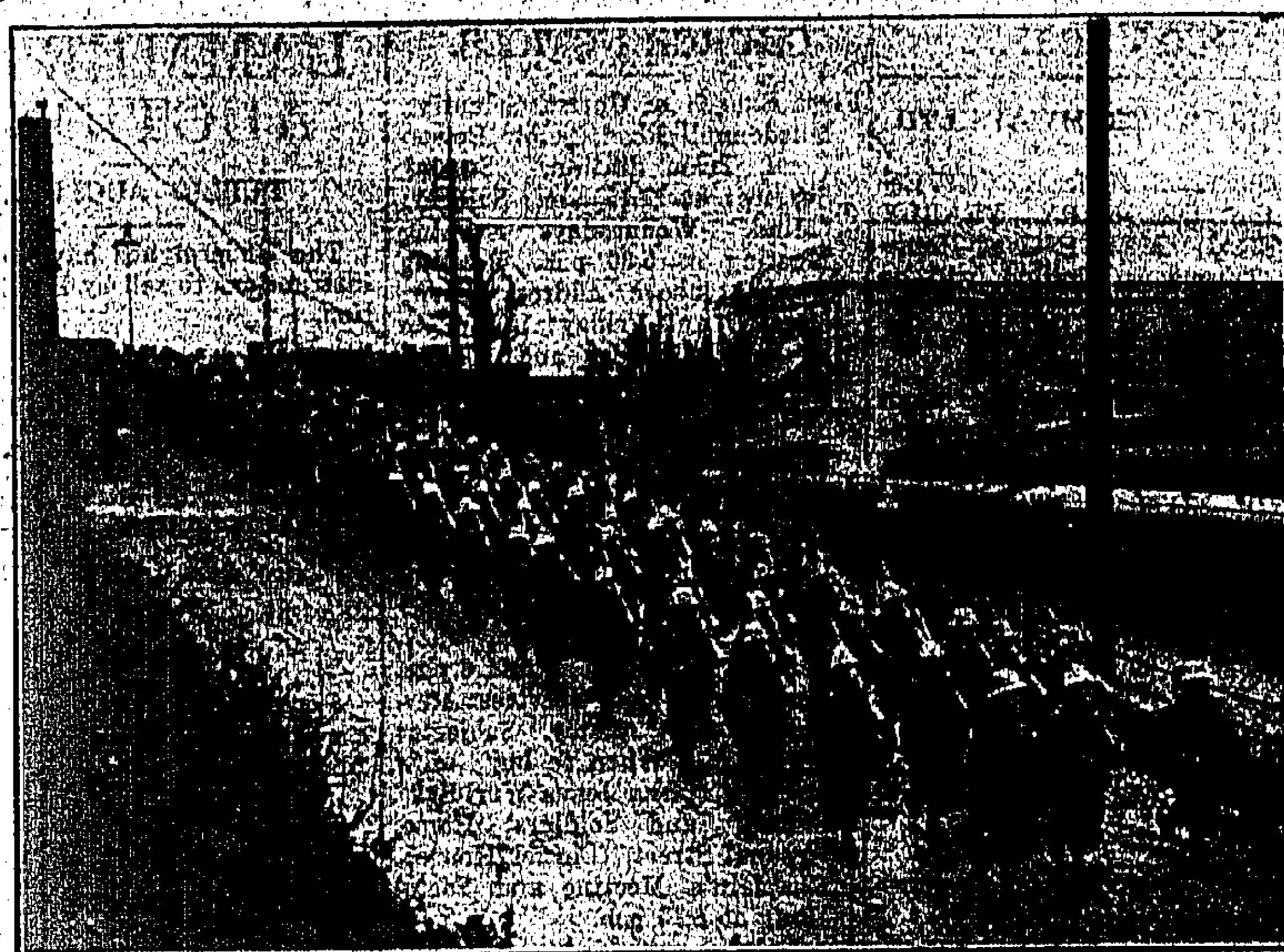


She Admits It

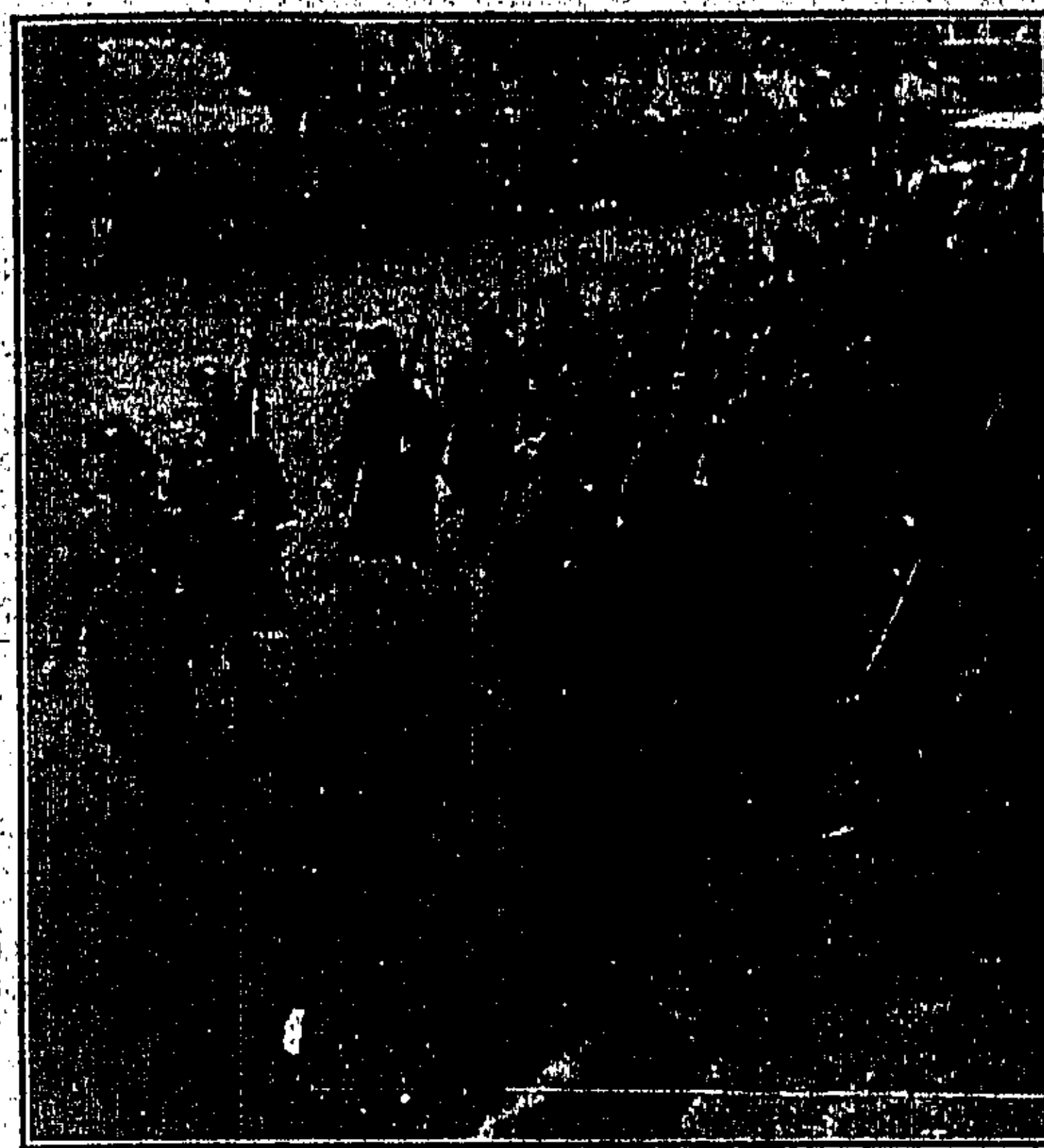


By Swan





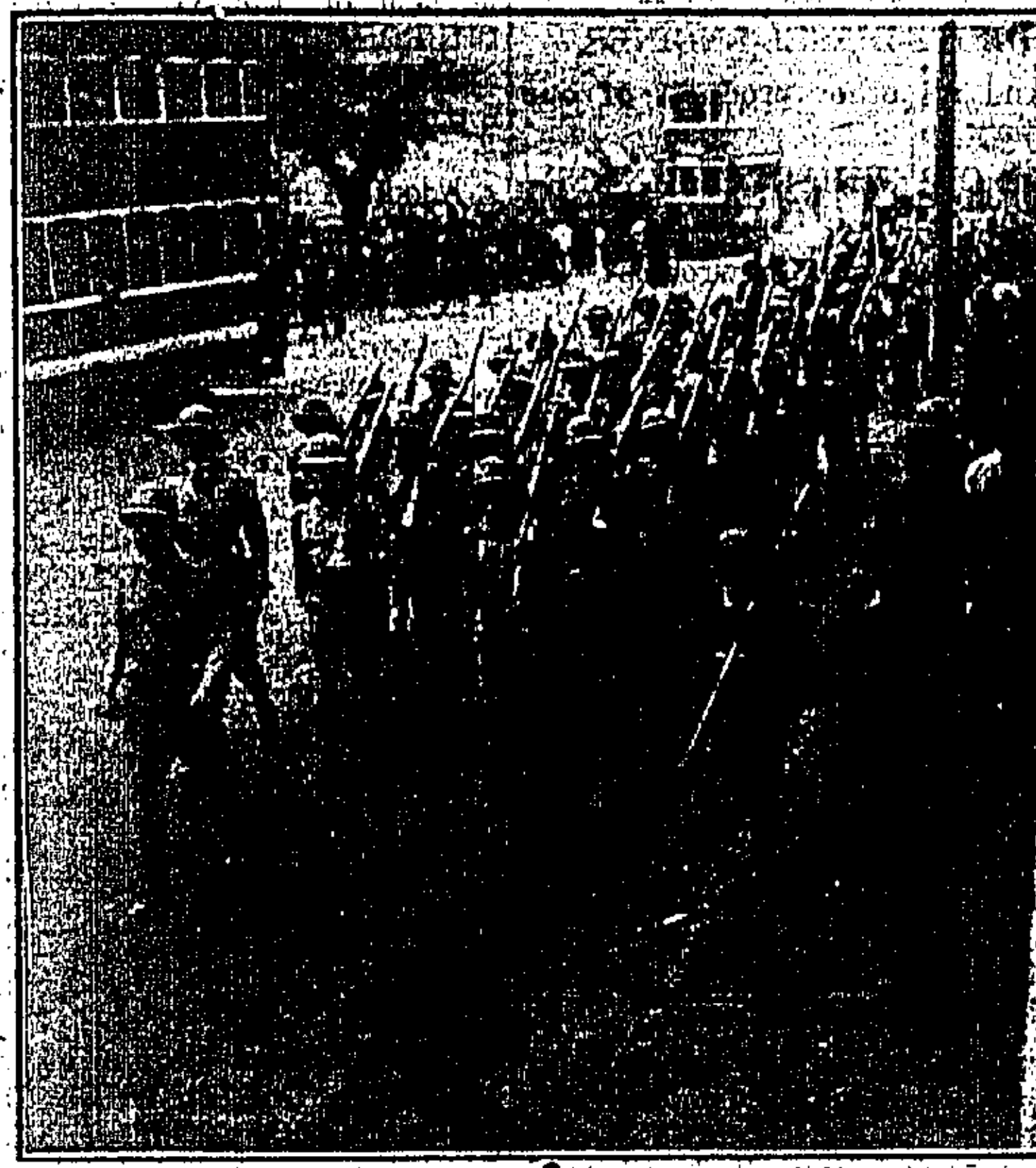
Some of the 1,000 Marines now on their way to China seen marching to the railway station at Chatham, en route for Portsmouth.



The Scottish Company of the Hongkong Volunteer Defence Corps taking part in Tuesday's route march. (Photo: Ming Yuen).



Scenes of farewell at Chatham railway station when the British Marines who are coming to China entrained for Portsmouth.



The Infantry Company of the H. K. V. D. C. taking part in Tuesday's route march. (Photo: Ming Yuen).

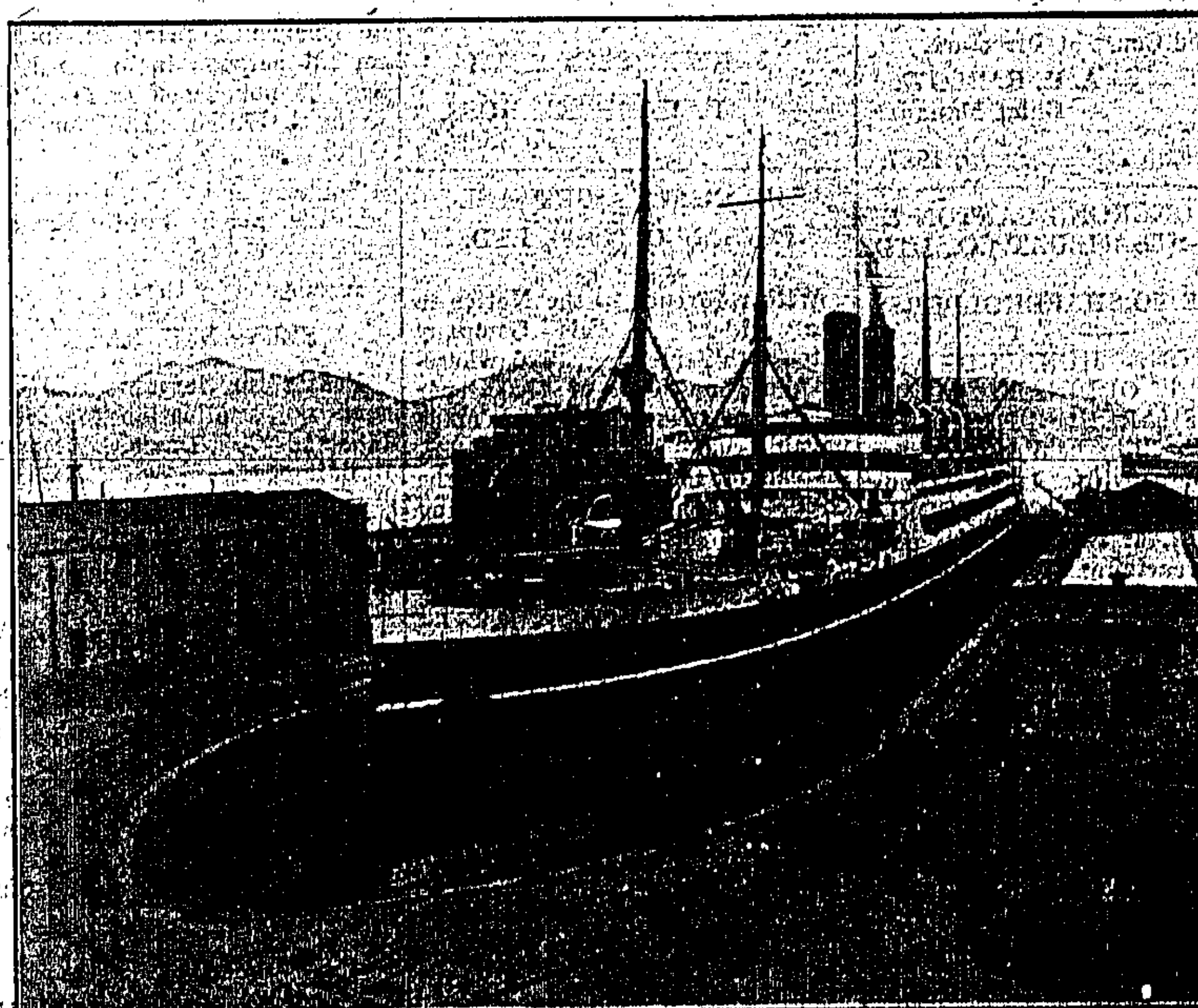


A group photograph of the Committee and leading members of the Chinese Club, Hongkong, taken on the roof of the Bank of Canton Building during the New Year holidays. (Photo: A. Fong).

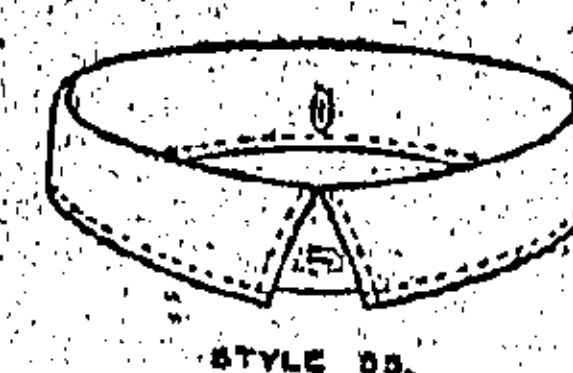


Above.—British Marines saying good-bye to wives and children prior to embarking for China.

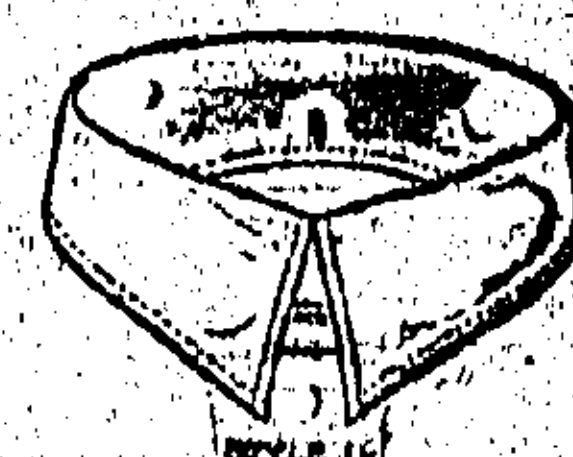
At Right.—The "Empress of Scotland" in dry dock at Taikoo. She is the largest vessel ever to have been dry-docked in Hongkong and, as seen from the photograph, a ship of even larger dimensions can be accommodated at Taikoo.



VAN HEUSEN



Semi-stiff



one piece Collar

The VAN HEUSEN is the only Collar in the world with the natural curve of the neck woven into the material.

Stocked in various shapes in quarter sizes by

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexandra Building

Des Voeux Road.

DON'T NEGLECT THAT COLD!

Try a bottle of our special—

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. C. 1788.

QUINCIN

The RAPID Cure for "COLD IN THE HEAD"
INFLUENZA, CATARRH Etc.,

Sudden changes in the weather render us extremely liable to the contraction of Colds through chills, but the prompt action of QUINCIN very effectively breaks up the incipient cold and thus wards off more serious complaints. Keep a bottle handy for an occasional dose helps you to resist the germs of COLDS, CATARRH INFLUENZA, HAY FEVER, and other infectious diseases.

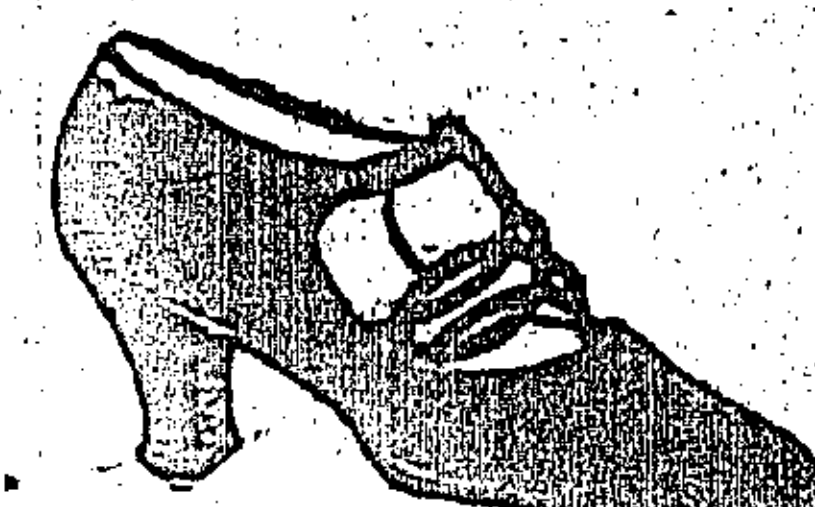
THE PHARMACY (Fletcher & Co., Ltd.)

22, Queen's Road Central. Telephone 246.

ROYAL & CO.

The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.

Try our cleaning cream.
Suitable for all coloured leathers.



No. 1, D'Aguilar Street.

Telephone C. 3237

PICTORIAL VIEWS OF HONGKONG.

Postcards and View albums.

Postcards 10 cents each.

" 40 " " for 6.

" 75 " " 12

Albums containing 40 views with description.....\$3.00 each.

MEE CHEUNG.

Studio, Ise House St.

Branch 7, Beaconsfield Arcade.

WHITEAWAYS

After Stocktaking Sale

CLEARANCE BARGAINS

Boys Jersey Suits in White, Saxe, Brown, Grey and Navy. Cap to match.

Size 18 to 28 inches. Usual Prices \$5.75 to \$7.95

To Clear Half Price

Boys Jersey Suits. All Wool in White, Saxe Grey, Brown Navy and Cardinal.

Sizes 18 to 28 inches. Usual Prices \$9.50 to \$12.95

To Clear Half Price

COME EARLY.

WHITEAWAY, LAIDLAW & CO., LTD. HONGKONG.

The Hongkong Telegraph

1-3 Wyndham Street, Hongkong.
Every afternoon except Sunday.
Annual Subscription H.K. \$36.00
Outposts..... " 48.20
Foreign Countries..... " 50.40
For advertising rates apply to the Manager.

Cable Address:
"TELEGRAPH" HONGKONG.
CODES:—A. B. C. 5th Edition
Bentley, Western Union.
TELEPHONE C. No. 1.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—
1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 118, 139, 161, 168.

TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

BLIND HOME.

Kowloon City Road
KOWLOON.
Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc.
Daintily Dressed Dolls \$2.50 each. Ladies' Own Wool or Silk knitted to Order 80 cents to \$1.00 per oz.

K. BESWICK,

Superintendent,
20 Minutes from Star Ferry
by No. 3 Bus.
Telephone: K.101.

FOR SALE.

FOR SALE.—Moutrie Piano in excellent condition. \$275.00 or nearest offer. Apply Box 178 care of "Hongkong Telegraph."

FOR SALE.—Three tubular boilers in good condition and a quantity of old piping. Apply to Linstead & Davis, Alexandra Buildings.

SITUATIONS VACANT.

WANTED.—Immediately competent Jazz Pianist male or female to tour Australia. Twelve months Engagement. Reply at once to Cleary, Post Office Box 263, Hongkong.

WANTED.

WANTED.—By Import firm, experienced Conveyancer for Sundry lines. Good prospects for suitable man. Knowledge of Chinese essential. Apply Box No. 174, care of "Hongkong Telegraph."

WANTED.—By well established Import Export firm having first class European connections, experienced Comptroller with security, for Hongkong and Canton. Bright prospects for right man. Apply Box No. 173, care of "Hongkong Telegraph."

TO RENT.—Modern two roomed furnished flat with bath, flush and kitchen. Suitable for married couple or two bachelors. Box No. 179, care of "Hongkong Telegraph."

Before You Advertise
DISCOVER WHICH
NEWSPAPER
Your Friends Read

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.857.

PREMISES TO LET.

TO LET.—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

TO LET.—Furnished house on the Peak. All modern conveniences. Apply Box No. 177, care of "Hongkong Telegraph."

TO LET.—For 12 months from March or April, 1927, furnished 4 roomed house at 2, Observatory Villas. Low rent. Apply 2, Observatory Villas.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Furnished or unfurnished from April or May, desirable four room Top Flat, modern conveniences. Apply 63, Argemond Building, Kowloon. Tel. K.60.

TO LET.—European House, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. C.4926.

TO LET.—"Stowford No. 2," 48, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince's Building.

TO LET.—"No. 2 North View," North Point, five roomed bungalow, two bath rooms, servants' quarters, and recently extensively repaired. Apply DEACONS, Prince's Building.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Four-roomed Flat in King's Park Buildings, Austin Road, Kowloon. Modern conveniences. Five-roomed House in Ho Mun Tin, Kowloon. Apply to The Union Trading Co., Ltd., Prince's Buildings.

FLATS, three, four and five roomed, modern bathroom, flush, etc. Also one two roomed and one three room d bungalow on way to Repulse Bay and Fanling respectively for rent or sale on easy terms. Small Investor's Tel. C.4630.

THE DIOCESAN BOYS' SCHOOL.

HONGKONG.
Next Term will begin on Tuesday, March 1st, 1927, at 9 a.m.
New Boys will attend on Monday, February 28th, 1927, at 9 a.m.

The Rev. W. T. FEATHERSTONE,
M. A. Oxon,
Headmaster.

HONGKONG HORTICULTURAL SOCIETY.

The Annual Show of Flowers and Vegetables will be held at Volunteer Headquarters on Thursday, 10th March, 1927.
Entries will definitely close at 1 p.m. on Monday, 28th February, 1927, at the Hon. Secretary's Office, but intending Exhibitors are requested to SEND IN THEIR ENTRIES AS EARLY AS POSSIBLE.

Schedules are being prepared and will be sent to all members who have paid their subscription for the current year.
Members who have not yet paid their subscription and ALL THOSE who wish to join the SOCIETY are requested to send \$5 immediately to the Hon. Secretary, Mr. E. B. C. HORNELL, care of Messrs. Jardine, Matheson & Co., Ltd.
Hongkong, 9th Feb., 1927.

NEW ADVERTISEMENTS.

NOTICE.

We have this day established.
THE CHIEN HSIN ENGINEERING CO., LTD.
Chinese Name:
誠信機器有限公司

Which will specialise in the supply of German machinery for:
Power Plants.
Textile Factories.
Printing and Bookbinding Works.
Paper Mills.
Refrigerating Plants.
Workshops.
Hatmaking Factories.
Show Rooms and Offices:
6, Des Voeux Road Central, Bank of Canton Building, 4th floor.
CHINA EXPORT IMPORT AND BANK CO., LTD.
THE LEYSECO CHINA CO., LTD.
Hongkong, 15th Feb., 1927.

NOTICE.

WE have transferred the agency for our well-known.
DEUTZ-DIESEL-ENGINES.
And all other products of our factory to
THE CHIEN HSIN ENGINEERING CO., LTD.
Offices and Showrooms:
6, Des Voeux Road Central, Bank of Canton Building, 4th floor.
And request all interested parties to direct inquiries to this address.

DEUTZ MOTOREN-GESELLSCHAFT HAMBURG.
THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO LTD.
The Inaugural Race Meeting under the auspices of the above Club, will be held at Arcia Preta, on Saturday and Sunday, 19th and 20th February, 1927.

First Saddling Bell (First Day) at 1.30 p.m.
First Saddling Bell (Second Day) at 12.00 Noon.
Madame de Sousa Barbosa has kindly consented to perform the opening ceremony, at 12.00 Noon.
Refreshment and Tea obtainable at the Course. Special Bus Services between Wharf and the Race Course.

By Order,
GEO. CHENG,
Clerk of the Course.
Macao, 16th Feb., 1927

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hongkong, on Saturday, the 26th February, 1927, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December, 1926.

The Register of Shares of the Corporation will be CLOSED from Monday, the 14th February to Saturday, the 26th February, 1927, (both days inclusive) during which period no transfer of share can be registered.

By Order
of the Court of Directors.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th February, 1927.

THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon for the purpose of receiving a report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from WEDNESDAY, 9th FEBRUARY to TUESDAY, 22nd FEBRUARY, 1927, both days inclusive, during which period No Transfer of Shares can be registered.

By Order,
of the Board of Directors,
JOHN ARNOLD,
Secretary.

THE CHINA LIGHT AND POWER CO. (1918), LTD.
With reference to the Notice to Shareholders of this Company dated 17th September, 1926, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 1st March, 1927, instead of 1st October, 1926, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 30th June, 1927, and that the Form of Payers' Receipt already sent to Shareholders can be used as though the date named therein were the 30th June, 1927.

FOR THE CHINA LIGHT AND POWER CO. (1918), LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th Feb., 1927.

THEATRE ROYAL.

FIFTH ANNUAL DANCING DISPLAY
By Miss Violet Capell and her Pupils.
Under the distinguished patronage of His Excellency the Governor SIR CECIL CLEMENTI, K.C.M.G. Part of the proceeds to be given to THE LONDON HOSPITAL.
To be held on:—Wednesday, 23rd February, at 5.15 p.m.
Saturday, 26th February, at 9.15 p.m.
Monday, 28th February, at 5.15 p.m.
Advanced tickets may be exchanged at ANDERSONS, as from 14th February.
Dress Circle \$3.00 Stalls \$3.00.
Pit stalls and Pit \$2.00 & \$1.00.
Children, Half Price to Matinee only.

NOTICE.

The Seventh ANNUAL GENERAL MEETING OF THE KOWLOON RESIDENTS' ASSOCIATION will be held in the ST. ANDREW'S CHURCH HALL, KOWLOON, on MONDAY, 21st February, 1927, at 6 p.m.
BUSINESS.
Adoption of Report and Accounts for the year 1926.
Election of Officers and Committee for 1927.
Any other business.

The presence at the meeting of all interested in the welfare of Kowloon is solicited and expected, whether they are members of the Association or not.
F. W. STAPLETON,
Acting Hon. Secretary.
Hongkong, Feb. 16, 1927.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.
NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, February 24th, 1927, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1926.

THE TRANSFER BOOKS of the Company will be CLOSED from Monday, February 14th, 1927, to Thursday, February 24th, 1927, BOTH DAYS INCLUSIVE.

By Order
of the Board of Directors,
F. H. CRAPPELL,
Acting Secretary.
Hongkong, February 5th, 1927.

IN THE MATTER OF THE COMPANIES ORDINANCE 1911-1925.

IN THE MATTER OF THE CHINA SPECIE BANK LIMITED.
(IN LIQUIDATION).
NO. 1 OF 1923.

A final dividend is intended to be declared in the matter of the China Specie Bank Limited (in Compulsory Liquidation).
Creditors who have not proved their debts by the 31st March 1927 will be excluded.

Dated this 17th day of February 1927.
J. HENNESSEY SETH
S. HAMPDEN ROSS,
Liquidators.

THE CHINA LIGHT AND POWER CO. (1918), LTD.
With reference to the Notice to Shareholders of this Company dated 17th September, 1926, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 1st March, 1927, instead of 1st October, 1926, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 30th June, 1927, and that the Form of Payers' Receipt already sent to Shareholders can be used as though the date named therein were the 30th June, 1927.

FOR THE CHINA LIGHT AND POWER CO. (1918), LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th Feb., 1927.

NOTICE.

HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of Hongkong Tramways Limited, will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Hongkong, on Monday, the 7th day of March, 1927, at 12 o'clock noon to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the company, will be closed from TUESDAY, February 22nd to MONDAY, 7th March, 1927, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hongkong, 12th Feb., 1927.

THE HONGKONG ROPE MANUFACTURING CO., LTD.
The undermentioned Certificates for Shares in this Company have been declared LOST and if at the expiration of ONE MONTH from the date hereof the documents are not forthcoming the said Certificates will be deemed CANCELLED and of no effect and new Certificates will be issued by the Company.

Certificate No. 1639—100 Shares Nos. 58710/58809.
Certificate No. 2748—150 Shares Nos. 149766/149905.
Certificate No. 58—83 Shares Nos. 164006/164088.

All in the name of Mrs. Yeung Kwai Shim.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 11th Feb., 1927.

HONGKONG JOCKEY CLUB.
RACE MEETING 1927.
28th February, 1st, 2nd, and 5th March.

MEMBERS' BADGES.
Members' Badges of Admission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.
Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, February 26th, 1927, at a cost of \$10- each per day or \$30- for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be \$4- per day—Each member can obtain upon application to the Secretary, badges for the admission of two Ladies free of charge. On no pretext will children be permitted in either enclosure during the first three days racing.

PUBLIC ENCLOSURE.
Tickets of Admission to the Public Enclosure, price \$3- per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd., or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1- per day.
Admission by ticket only.

SERVANTS' PASSES.
Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,
C. B. BROWN,
Secretary.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Mind." Wednesday: Evening Meeting at 6.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital) Sunday, February 20th, 1927. Services at 10.15 a.m. and 6 p.m. Preacher at both services: Rev. J. C. Knight Anstey. Subjects: Morning, "When to buy oil"; Evening, "Was Jesus Worldly?" Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Chaplain's Meeting and Social Hour at 8.15 p.m.

St. John's Cathedral, Hongkong February 20th, 1927, Sexagesima Sunday, Holy Communion 8 a.m. Children's Service 10 a.m. Preacher: Rev. H. Copley Moyle. Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. G. F. Stopford C. F. A social gathering will be held in the Cathedral Hall after Evensong. A cordial welcome will be extended to all Service men and others. Music, Light Refreshments. Tuesday 6 p.m. C.E.M.S. address by the Rev. W.W. Rogers on the old Testament, Friday 5.45 p.m. Organ Recital by Mr. Rupert Baldwin. A.T.C.L.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO LTD.
NOTICE.
3RD RACE—SECOND DAY.
"The Hongkong Plate."

A cup has been kindly presented by Mr. Hoo Cheong, Chairman, of the PRESIDENT HOTEL, LTD., Macao, to the winning Jockey of the above race.

By Order,
GEO. CHENG,
Clerk of the Course.

THE HONGKONG ELECTRIC COMPANY, LIMITED.
NOTICE is hereby given that the Thirty-Eighth Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on SATURDAY, 5th March, 1927, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1926, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from 21st February to 5th March, 1927, both days inclusive.

By Order
of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 12th Feb., 1927.

CHINA AUCTION ROOMS.
4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

L. V. M. R. de SOUSA.
Mrs. J. CRAWFORD.
EXPERT MASSAGE.
14, Queen's Road Central, 1st floor.

DOCTOR'S X-RAY DEATH.
ACCIDENTAL SHORT-CIRCUIT CURRENT.

Copenhagen.—A Danish physician named Klubien, while taking an X-ray photograph of his own sprained hand, on December 30, accidentally touched the frame of the apparatus.

A current of 120,000 volts passed through him, burning the skin of his shoulder. The current was instantly cut off, but Dr. Klubien was unconscious.

Examination showed that his heart was affected by the shock, and he died later.

By Appointment Auctioneers to the Admiralty.
Hongkong, 19th February, 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 21st February, 1927, commencing at 2.30 p.m.

at their Sales Room, Daddell Street.
A Nice Assortment of Chinese Curios,

comprising:—
Porcelain, Bronzes, Jade, Chinese Prints, Embroideries, Agate, Amber, Crystal, etc., etc.

also
A Few Pieces of Canton Blackwood and Foochow Lacquered Ware.

(Further Particulars from Catalogue.)
On View from Saturday, the 19th February, 1927.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

G. R. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, WEDNESDAY, and THURSDAY, the 8th, 9th and 10th March, 1927,

At H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot.

commencing each day at 9.30 a.m. with an interval, from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,
Etc., Etc., Etc.
comprising:—

Money Chests, Life Boat, Old Lead Battery Plates, Boats Sails, Electrical and Wireless Telegraph Fittings, Glycine, Old Electric Cable, Cooking Stoves, Iron Mattresses, Water Closets and Pans, Hydraulic Jacks, Carpets, Rugs, Mats, Sideboard, Chairs, Old Steel Tiles, Blankets, Fold-up Lavatories, Curtains, Overcoats, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Metallic Voice Piping, Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Canvas Rags, Old India Rubber, Old Leather, Tanned Rags, Old Woollen Rags, Old Hessian, Cocoa Nut Matting, Asbestos Packing, Old Twill, Old Fenders, Old Paint Drums, New Canvas Cuttings, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, White Metal, Gun Metal, Brass Borings and Zinc Ashes, Copper and Brass Tubes, Brown Jann, Wood and Iron Blocks, Lamps, Lanterns, Tackle Hooks, Spring Balances, Gauges, Old Steel Tubes, Old Steel Plates, Old Steel Shovels, Old Glass, Dirty Glass, Old Steel Wire Rope, Dirty Mineral Oil and Oil Fuel, Anchors, Chain Cable and Gear, Lathes, Davits, Compasses, watches, Binacles, Clocks, Diver's Air Pumps, Air Pipes and Breast Ropes, Tanks, Old Bunting, Wood Boxes, Wood Casks, Timber Whims, Firewood, Table Fans, Baths, Anvils, Presses, Tongs, Miscellaneous Tools, Fairleads, Cleats, Protective Mattresses, Boiler of Steam Boat, Associated Engines, Circular and Band Saws, Plate Flanging Machine, Electric Motors, Motor Pumps, Etc., Etc.

also
Sale of Old and Surplus Victualling Stores at

Kowloon, on Thursday, 10th March.

comprising:—
Remnants of Cloth, Serge, Flannel, Etc., Blankets, Boots, Sundry Articles of Mess and Table Gear, Condemned Provisions for Poultry and Cattle Feeding, Etc.

Lots may be inspected on Monday, 7th March, 1927.

Terms of Sale:—As detailed in Catalogue.
LAMMERT BROS.,
By Appointment Auctioneers to the Admiralty.
Hongkong, 19th February, 1927.

LA PERLA
DEL
ORIENTE

Obtainable at

Yours Truly
Tobacco Store

22, Des Vaux Road, C.

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Run your tongue across your teeth and you will feel a film. A film no ordinary dentifrice will successfully remove, yet which absorbs discolorations and clouds and dulls your teeth.

Remove it and your teeth take on a new beauty—a gleaming clearness that seems almost incredible. You may have gloriously clear teeth without realizing it. Thousands of people do.

New methods remove it. Modern dental science recently discovered ways to remove and combat that film. For, besides impair-

ing beauty, it invites most tooth troubles and decay.

It clings to teeth, gets into crevices and stays. It holds food substance which ferments and causes acid. And in contact with teeth, this acid causes decay. Gains by the millions breed in it. They, with tartar, are the chief cause of pyorrhea.

You must remove it at least three times daily and constantly combat it. For it is ever forming, ever present.

Now is a new type tooth paste, called Pepsodent, this enemy to tooth health and beauty is successfully fought. And that is the famous tooth "make-up" method of the greatest stars of screen and stage—the dental urge of world's leading dentists. Its action is to curdle the film; then harmlessly to remove it. No soap or chalk, no harsh grit so dangerous to enamel.

Results are quick

Send the coupon for a 10-day tube free. Find out what is beneath the dingy film that clouds your teeth. Note their whiteness, their gleaming charm. You will note a great difference. Your friends will mark it.

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WORDS THAT ARE
"AMERICAN"

"A SMART KNOCK"

At the time of the War of Independence, American writers began to be more American than before, and English critics became more critical of their style and diction. To stamp a word or phrase as an Americanism (a term first used in 1781 by Dr. Witherspoon of Princeton) was to imply that it was no fit expression to be used in any good writing. Witness Southey's comment on "prairie," which runs: "If this word be merely a French synonym for savannah, which has long been naturalized, the Americans display little taste in preferring it." How little could he foresee that English dictionaries in course of time would have to record not only "prairie" but dozens of compounds like "prairie-dog" or "prairie-schooner."

In spite of the critics and the purists, English writers found it impossible to resist the American influence, and one by one they allowed to slip into their writing new words of many kinds which had their birth across the Atlantic. The politics of the United States began to supply a number of new terms, as "bunkum" (from Buncombe county in North Carolina), "caucus" (an old Boston word), "gerrymander" (a combination of "salamander" with the name of E. Gerry, Governor of Massachusetts): carpet-bagger, electioneering, governmental, indignation-meeting, lynch-law, platform (as the basis of party politics), wire-pulling, to sit on the fence, to run a candidate, etc.—all now quite familiar to English readers.

A Blizzard is "a Knock"

Others are distinctive of the fresh conditions and experiences of a new country. No English writer thought of using such terms as back-woods, bluff (a steep bank or cliff), snag, swamp, until long after they were in common use in America.

Both "immigrant" and "squatter" are American, the first having been invented in 1792 to correspond with "emigrant." The origin of "Indian file" is obvious, and "beeline" comes from the observation of the wild bee to find out where its store of honey lay. "Blizzard," now common in English use, is first recorded in the sense of "a smart knock"; the modern meaning has not been traced back beyond 1900. "Log-rolling" comes from the occupation of "lumbering," and "lumber" itself, in the sense of timber, is an Americanism. So is to "boom," originally applied to the rushing of a river in flood.

It would be very enlightening to classify all these new expressions and to note how long some of them were in gaining acceptance in British use. "Bogus," for instance, has been traced back to the Painesville (Ohio) Telegraph of 1827; in 1866 the "Cornhill Magazine" still speaks of "a bogus parliament" with the qualification "as the Americans would say."

"Balance," in the sense of "remainder" goes back to at least 1819; but as late as 1875 we may read in Blackwood, "balance, long familiar to American ears, is becoming so to ours." Charles Lamb wrote, "She is, indeed, as the Americans would express it, something awful." No one now associates that use of "awful" with America, but in the early years of the nineteenth century it was noted as peculiar to the speech of New England.

Good English writers have used the verb "eventuate," but it had been employed in the United States for some fifty years before De Quincy wrote, "In the upshot, this conclusion eventuated (to speak Yankeeishly)."

Enriching Our Tongue

The popularity of typical American writers such as Artemus Ward, Max Adeler, Mark Twain, Bret Harte, etc., accounts for much of this influence during the second half of the nineteenth century.

Among the nouns we borrowed there are boss, bowle-knife, bread-stuffs, carpet-bag, census, cloud-burst, a cold snap, dry, goods, dough-nut, grave-yard, half-greed, loner, residenter, snow-plough. Among the adjectives are lengthy, law-abiding, and whole-souled.

But it is in the phrases made up of common nouns and verbs that the inventive genius of the American tongue most displays itself. No doubt many of these might be described as slang, but they have a way of rising out of this character and taking their place in serious discourse and writing. Being made up of pure English words, there is little or nothing to distinguish them from similar phrases invented at home, except when there is an obvious allusion to

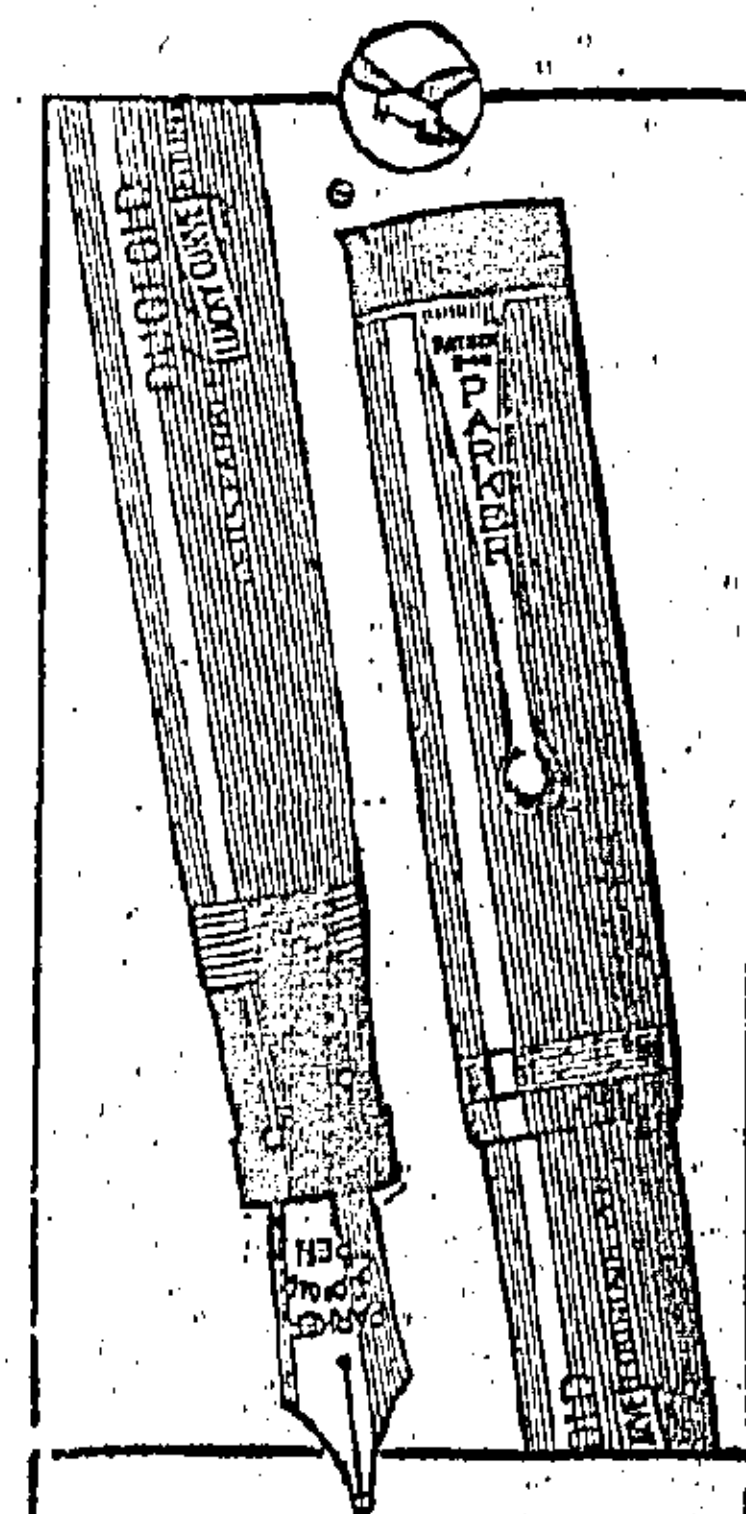
MEN'S WEAR.

MORE CHANGES WANTED

Men's wear continues to interest the artist, and the latest article I have read on this subject is quite Bolshevik in tendency and suggestions, says a Home writer. Man is much too static in his dress design; it is true that during the last thirty years there have been some modifications in the cut of his clothes, but compared with the changes in woman's fashions during the same period they have been negligible. The two most drastic, soft hats and collars, are after all merely Victorianism minus starch. Man has two fixed points in his clothing scheme, his neck and his feet, between which cloth must be continuous, so according to Euclid his shape must either be a line or elliptical. Woman, on the other hand, has no fixed point around which her clothing revolves; her waistline, for example, may be delicately poised anywhere between her neck and her knees or altogether missing; her bodice may begin just under her ears or well down her back and chest or at any intermediate point; her skirt may sweep the ground or be a mere suggested continuation of material below the line temporarily fixed to represent a waist; her pockets may be, may have been, in a jacket, at the back, front, or base of the skirt, or projected into midair in the form of a handbag. Man wears his clothes for three reasons, none of which appeal to woman—warmth, to conceal him in conformity, and as a convenient means for suspending pockets. In his whole design he has but one small window in which he displays collar, tie, and a small portion of linen. Woman is shop window from hat to shoes. The latest suggestion, then, is to abolish man's fixed points and enlarge his inner cravings in outer decorations. Learn not worrying, as at present I see no prospect of the leisured world that all these changes imply.

something outside of English experience, as in "to strike oil." It is only by evidence of early use that we can assign to the United States such expressions as these: to take a back seat, to catch on, to cave in, to clear out, to face the music, to give out (come to an end); to go back on, to have a good time, to get the hang of, etc.

Americanisms have been observed and studied for nearly a century and a half, but only in very recent years has it been possible to see that they have been so numerous and so important. The time for any prejudice against them is past; they have already proved their value as additions to the English tongue wherever it is used. With English as a world-wide language, it is immaterial from what sources it is enriched, so long as the additions do not impair the dignity, or offend against the spirit, of one of the greatest of modern tongues.—Prof. W. A. Craigie in Ex.



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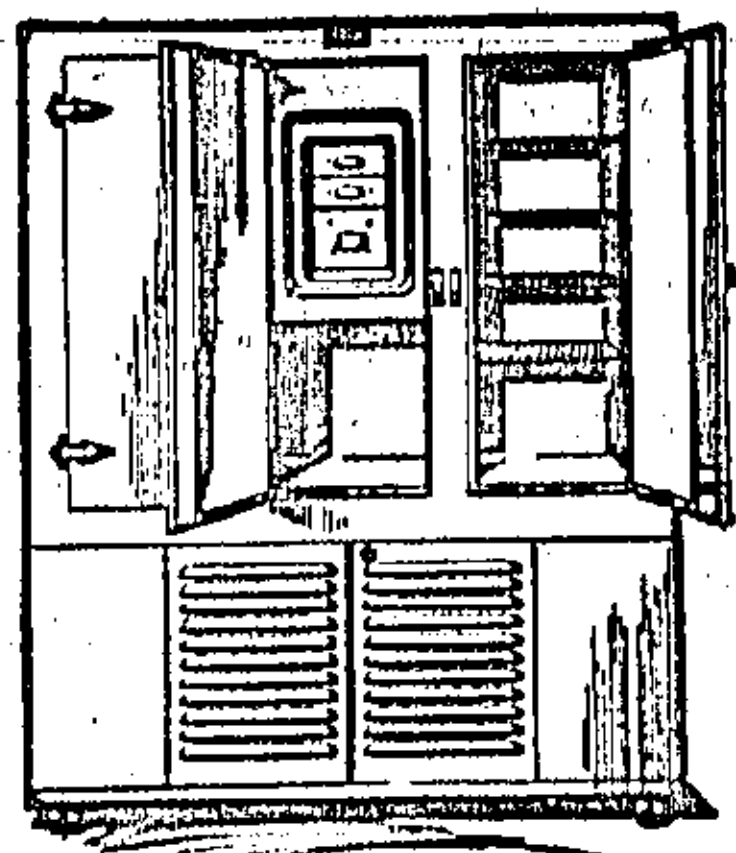
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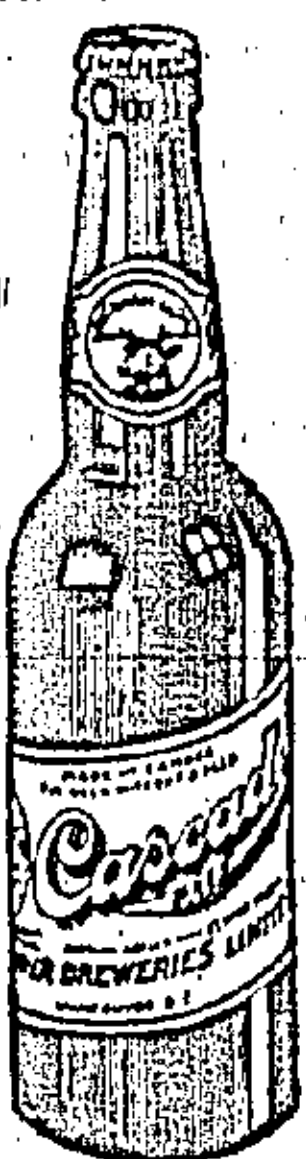
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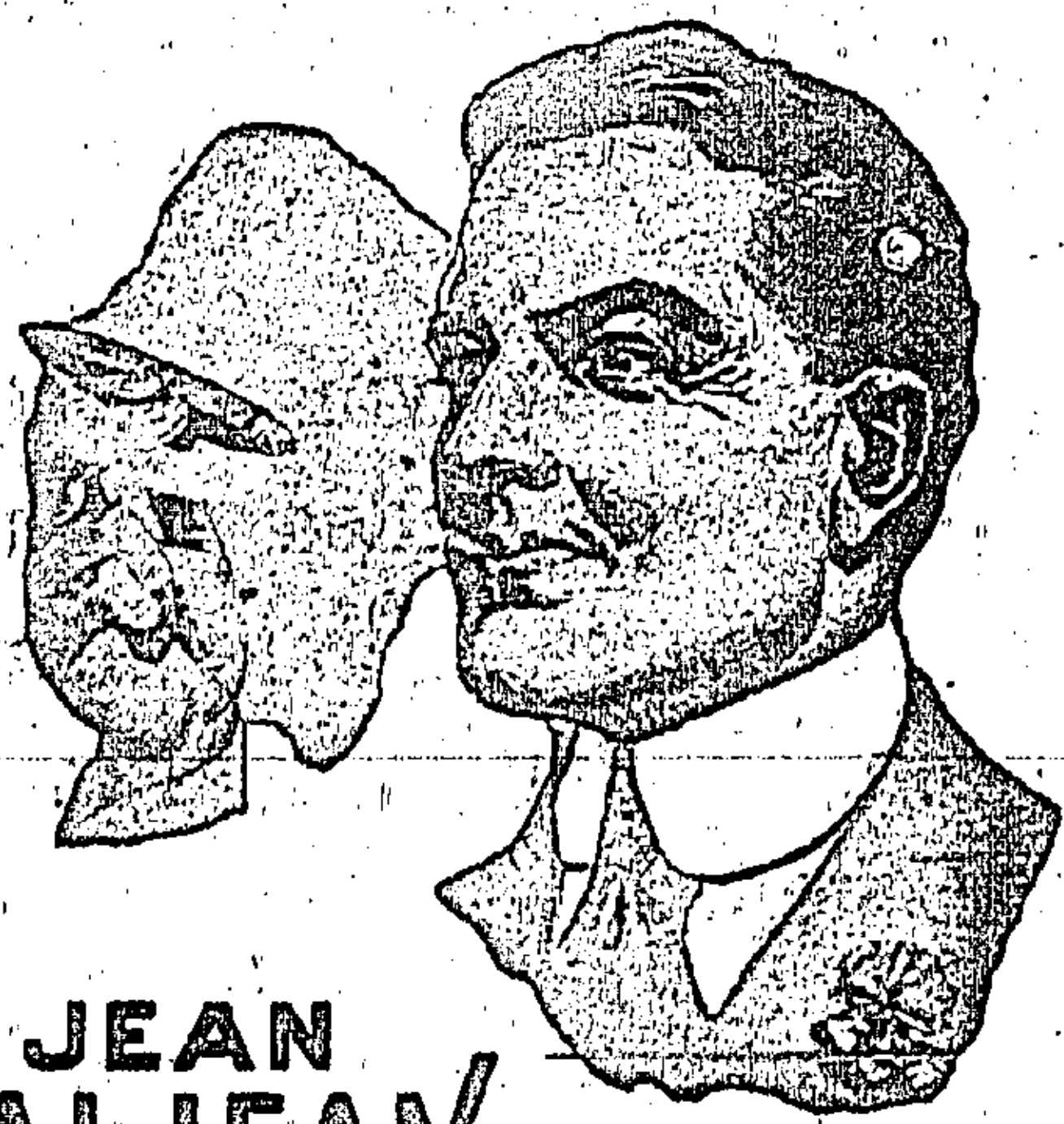
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LUNAR CRATERS.

THE TRUTH ABOUT THEM.

The formation of a society in
Vienna for the purpose of firing
a member to the moon in a giant
rocket draws attention to one of
the most remarkable gaps in as-
tronomical knowledge to-day—the
question of the cause of the
moon's surface markings, writes
Professor A. W. Bickerton.

Many stars are so far away
from us that they appear, even
when viewed through huge tele-
scopes, as mere points of light.
But the moon is so close that we
can distinguish many of its fea-
tures with the naked eye. Though
the light from distant stars takes
thousands of years to reach us,
astronomers can tell their magni-
tudes and velocities, their tem-
peratures and their chemical com-
positions. The light from the
moon takes only a second and a
half to reach us. It might be ex-
pected, therefore, that the moon
would be the body beyond the
earth whose condition we could
thoroughly understand. But this
is not so at all.

A single glance at the moon
with the naked eye shows us that
it is divided into extremely bright
and comparatively dark regions.
The latter are called seas, though
it is well known that they do not
contain water. If we know no
more about the moon than we can
see through the naked eye, we
might regard them as the beds of
ancient oceans, and the lunar
problem would probably never
have arisen.

But a glance through a tele-
scope shows that the lunar sur-
face is absolutely unique. Nearly
the whole of its visible surface
but especially that of the brighter
regions, is scarred by innumera-
ble circles, hollows, each sur-
mounted by a more or less moun-
tainous boundary, and sometimes
containing a central peak, or
group of peaks. These features
are called craters, but there is
nothing like them on this earth;
they differ from terrestrial vol-
canoes in almost every respect.

Invariable Circular Form.

Their most surprising feature is
their invariable circular form.
They are not distributed along
lines of weakness, or along the
shores of ancient ocean, as ter-
restrial volcanoes are; they seem
to be scattered about almost in-
discriminately. It is true there
are not so many on the dark areas
as on the lighter regions, but this
appears to be due to subsequent ob-
literation of earlier rings.

Lunar craters differ from ter-
restrial volcanoes just as much in
form as in manner of distribution.
The latter usually produce elated
cones with comparatively small
craters perched on top. Lunar
craters are lower than the
surrounding plains.

How do astronomers account
for these strange circular depres-
sions? The first theory put for-
ward by Robert Hooke was that
they were formed by gigantic bub-
bles at the time when the moon
was in a fluid state. Later, a vol-
canic theory was advanced, backed
by Sir John Herschel, while
Proctor suggested that they were
caused by the fall of meteors.
Hooke's theory was soon seen to
be impossible, and the volcanic
and meteoric theories were left
alone in the field.

Apart from the dissimilarity
of the lunar craters from terres-
trial volcanoes, it is difficult to ac-
count for an amount of heat in
the moon's interior sufficient to
produce such a vast number of
vent holes, and further there is
no water on the moon, whereas on
the earth steam plays an impor-
tant part in volcanic eruptions.
There is little evidence, too, of any
lava having flowed from the
moon's craters.

On the other hand, Proctor's as-
sumption that the craters were
formed while the moon was still
in a plastic state retarded the
development of the meteoric
theory. All its exponents thought
for many years that the vent
holes had been formed by meteors
plunging in.

The semi-plastic material, they
thought, was drawn outwards,
solidifying before it could return,
thus forming a mountain ring,
while the portion which surged
back formed the group of moun-
tains in the centre. There were
insuperable objections to this
view. Also, to account for the
huge dimensions of the lunar
craters, they had to assume that
the bombarding meteors were
very large. But what completely
killed the hypothesis was that nearly
all the meteors must have struck
the moon obliquely, and could
not by their entrance have pro-

FAT-EATERS FARE BEST.

DOCTOR'S TEST ON FAMILIES.

In a recent issue of the *Lancet*
there appears an article of very
considerable public importance
from the pen of Dr. W. B. Vaile,
the medical officer to the Church
Army Sanatorium for Boys at
Heath End, Aldershot.

The author states that about
seven years ago he began to in-
vestigate the incidence of tuber-
culosis in families exposed to in-
fection, trying to find the prin-
ciples which governed the selection
of some members, and not of
others as victims to the disease.
After exploring many blind al-
leys, he eventually, by one of the
happy changes which so often
lead to unexpected results, "be-
gan to ask a very simple question
—six words only—Do you eat fat
or not?"

Test in Many Families.

To quote his own words, the re-
sult of the inquiry was as follows:
"I found that most of the healthy
survivors had always done so,
while the great bulk of the infected,
the dead, and the dying had
had a lifelong dislike for fat and
had avoided it as far as possible
all their lives."

"In many families all the fat
eaters had escaped, while all the
fat-shy had become infected. In
some, the only fat eater was the
only person to escape. In others,
the only fat-avoider was the only
victim."

Further investigation has con-
vinced Dr. Vaile that the fat fac-
tor can be made to influence the
incidence of tuberculosis even in
very unfavourable surroundings,
and he strongly advocates a com-
pulsory fat ration upon all those
who are exposed to infection—
and who is not?

Butter and Cream Best.

It is of interest to note that
some forms of fat confer much
more protection than others.
Butter and cream rank first in
efficiency, closely followed by
suet and beef fat. Curiously enough,
ham and bacon seem to confer
very little protection.

There are many people who will
eat these and a little butter, but
no other forms of fat, and who
are thus to be classed as fat-shy.
It is thus very important that all
children should be encouraged to
accustom themselves to eat fat in
its protective forms. Whether
vegetable oils are, or are not,
among the elect, is not stated.

As avoidance of fats in order
to defy obesity is the most decided
dietic fashion of moment, espe-
cially among women, it is well to
warn people that an elegantly
slim figure thus obtained may
easily prove to be the first step
on the downward path.

It is evidently far safer to
abolish sugars, which are just as
provocative of rotundity. But
that would be an unpopular pre-
scription.

duced such uniformly circular
scars.

Important Fact Overlooked.

In all these theories the most
important fact of all was over-
looked: the explosive character of
a meteor when its velocity is sud-
denly destroyed. Since the moon
has no atmosphere to protect it, a
meteor falling into it would strike
it with a speed of over 30 miles
a second, and in the tenth of a
second required to stop it, it
would penetrate into the moon a
depth of about two miles. In
that fraction of a second its
energy of motion would be changed
into heat energy, and the
meteorite would explode with an
intensity 400 times that of dynamite,
blowing out just such a
circular cavity as we see. When
we remember this fact there is no
difficulty in accounting for the ap-
pearance of the moon's surface.

Where did all this meteoric
material come from? There is
one explanation which covers all
the facts. If our solar system
was formed by the deep collision
of two smaller suns, the bulk of
the material involved would have
been whirled into one rotating
mass, while the outer portions
and any satellites would have been
thrown off to form the planets,
their satellites, and a swarm of
meteors. The whole of the eclip-
tic would thus be strewn with
meteoric material.

Ever since the birth of our solar
system the sun, the planets, and
their satellites have been gather-
ing scattered meteoric matter,
and the surface of the moon bears
impressive testimony to the in-
tensity of the bombardment which
it suffered in the days when the
solar system was still in its early
youth.

MODEL GIRL DEFENDED.

FOOLS AND EXAMS.

The "good" girl and the
"naughty" girl each found a
champion at an educational con-
ference held at the Criterion Re-
saurant, Piccadilly, recently, at-
tended by professional women.

"I always go for good girls,
and they are not taken much
notice of these days," said Miss
Gordon Holmes.

"It is naughty, difficult girls,
with whom you can do nothing,
who seem to get all the attention.
Even the teachers seem to prefer
them, but I frankly confess I
don't."

"I prefer the model girls, be-
cause they do best in after life.
I always feel that if a girl has
made her mark in school life, she
will, probably do the same when
she goes out into the world, given
the opportunity."

"So far as education is con-
cerned, I don't care very much
what my girls learn, as long as
their character has been develop-
ed, and I think the present-day
schools do a great deal to help
this development."

Miss Wallace did not agree.
She thought the naughty, difficult
girl was the one who, in later
life, would make good. The
naughty girl showed plenty of
spirit and grit.

"I loathe, with a deadly loath-
ing, which will never change, our
present system of examinations,
which will never educate a child,"
she said.

"Far too much is put upon the
children in our schools. We
must rid ourselves of this system
which makes examinations a
standard. Any fool can pass ex-
aminations if he crams hard
enough."

Whaddon Chase Hounds recent-
ly found so many foxes that the
pack divided, and were running
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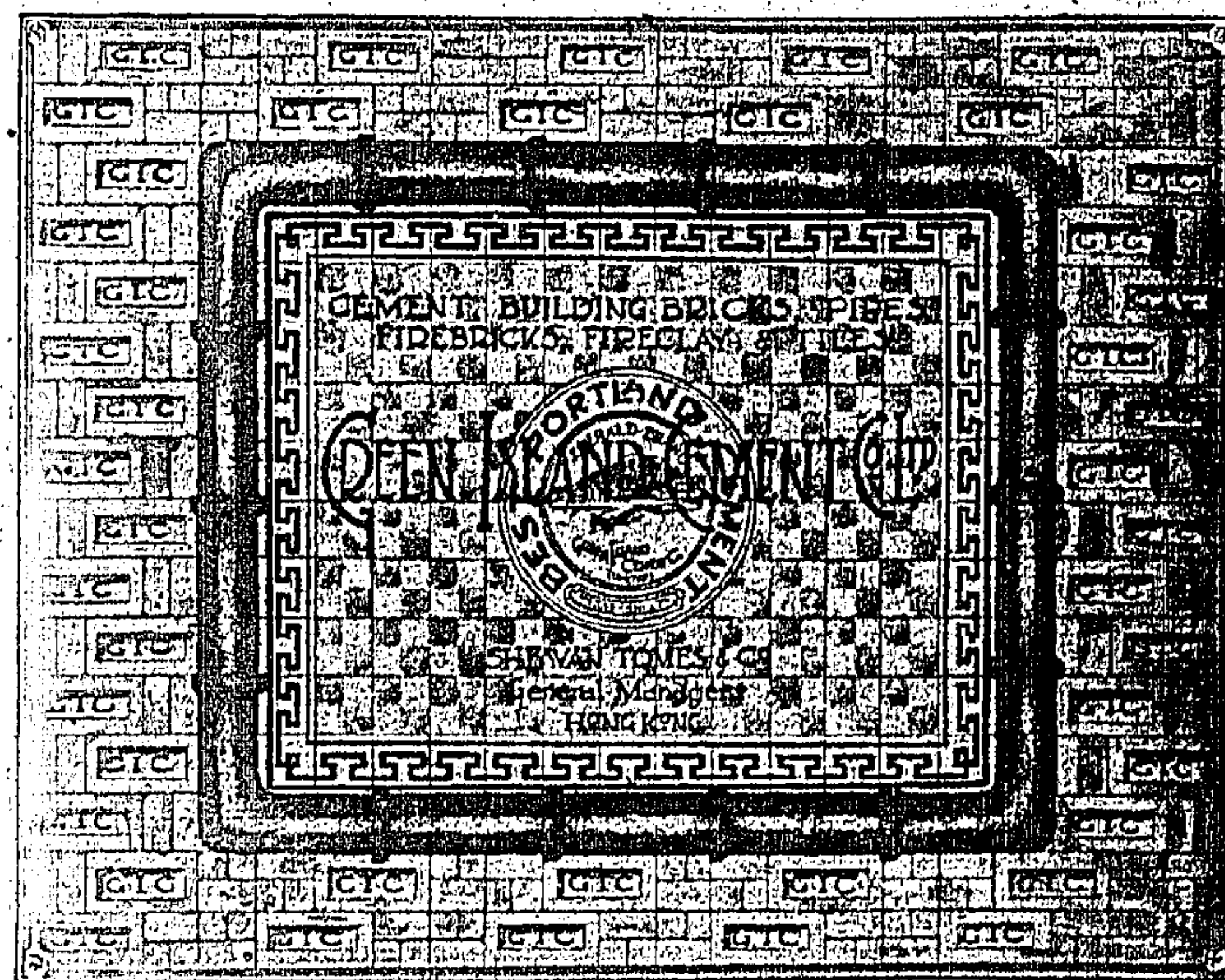
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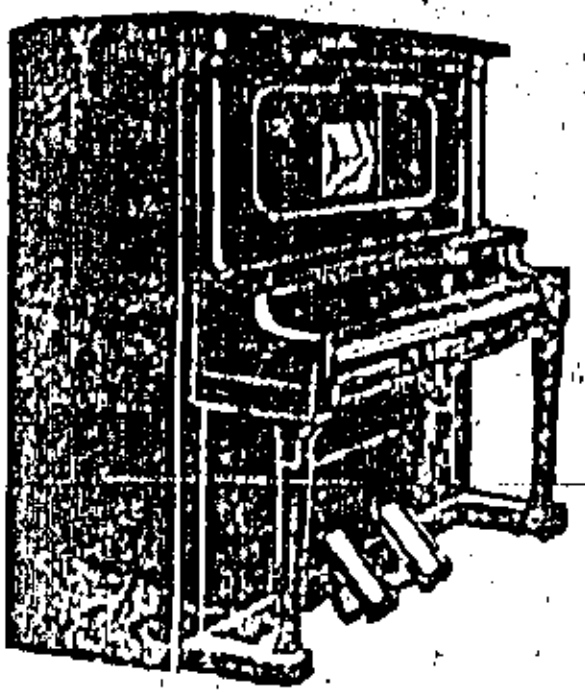
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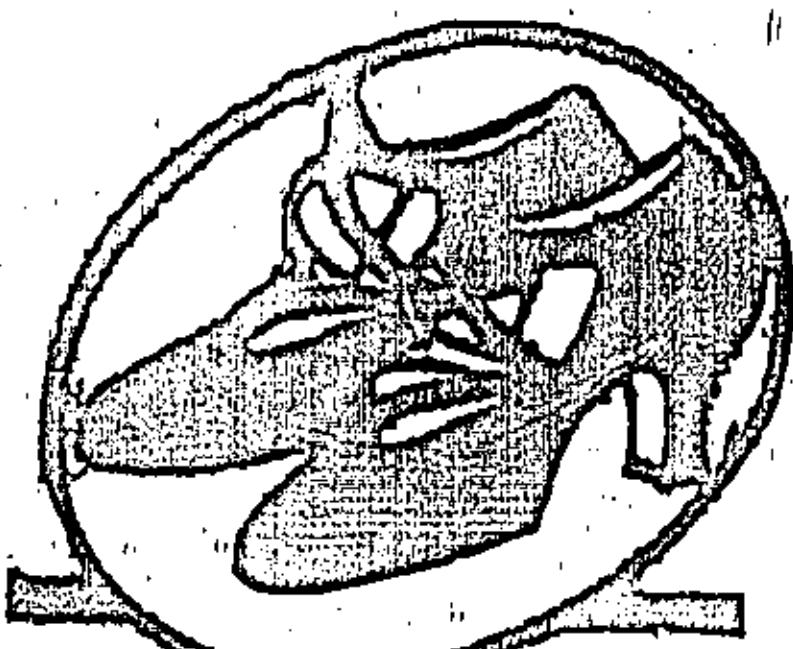
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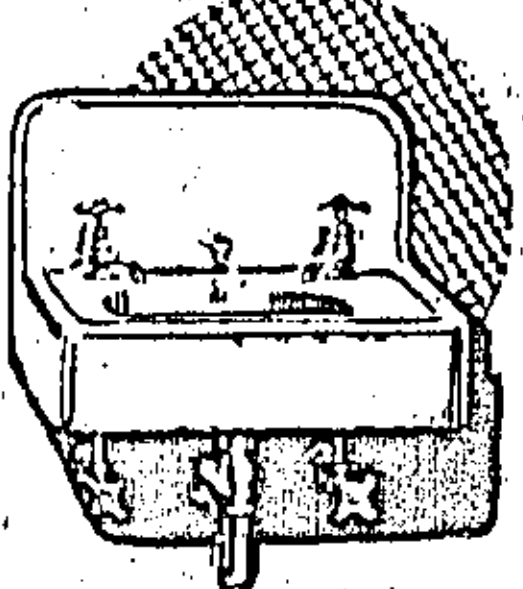
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OVERPAID CHEQUE
CASE.

THE DEFENCE OPENED.

The case in which a Chinese is charged with fraud in respect of a cheque for \$1,000 against which he was alleged to have been paid \$10,000 at the Bank of Canton, was again before Mr. R. E. Lind-sell yesterday afternoon. Mr. M. M. Watson of Messrs. Johnston Stokes and Master represented the complainant, a shroff in the Bank of Canton, and Mr. C. C. Alabaster instructed by Mr. M.K. Lo represented the defendant.

A master of a Chinese druggist shop gave evidence to the effect that he was a cousin of the defendant. He had lent defendant money quite often, sometimes two or three large sums on one single day. On the 11th day of the 11th moon he had lent defendant \$2,000 at about 9 a.m. \$7,000 at 11 a.m. and again \$16,000 in the afternoon. He also remembered having lent defendant \$15,000 a few days later.

Bad Memory.

There were other sums also which he had lent to his cousin, but he could not remember details of these loans. Asked why he had stated to the Police that he did not lend \$9,000 to the defendant on the 11th day of the 11th moon, witness stated that he could not remember having done so at that time.

Mr. Watson: I put it to you that you did not lend him the money.—Yes I did.

Mr. Watson: At the time you saw the Police you did not know your cousin was going to be charged. No.

Another cashier of the Bank of Canton gave evidence. He had been 13 years with the Bank and had been in his present position during the last four years. He checked complainant's cash on the day in question and found \$95,894.59 in the box. It took him about 10 minutes to count all that money. He himself took it into the strong room.

This closed the case for the prosecution.

The Defence.

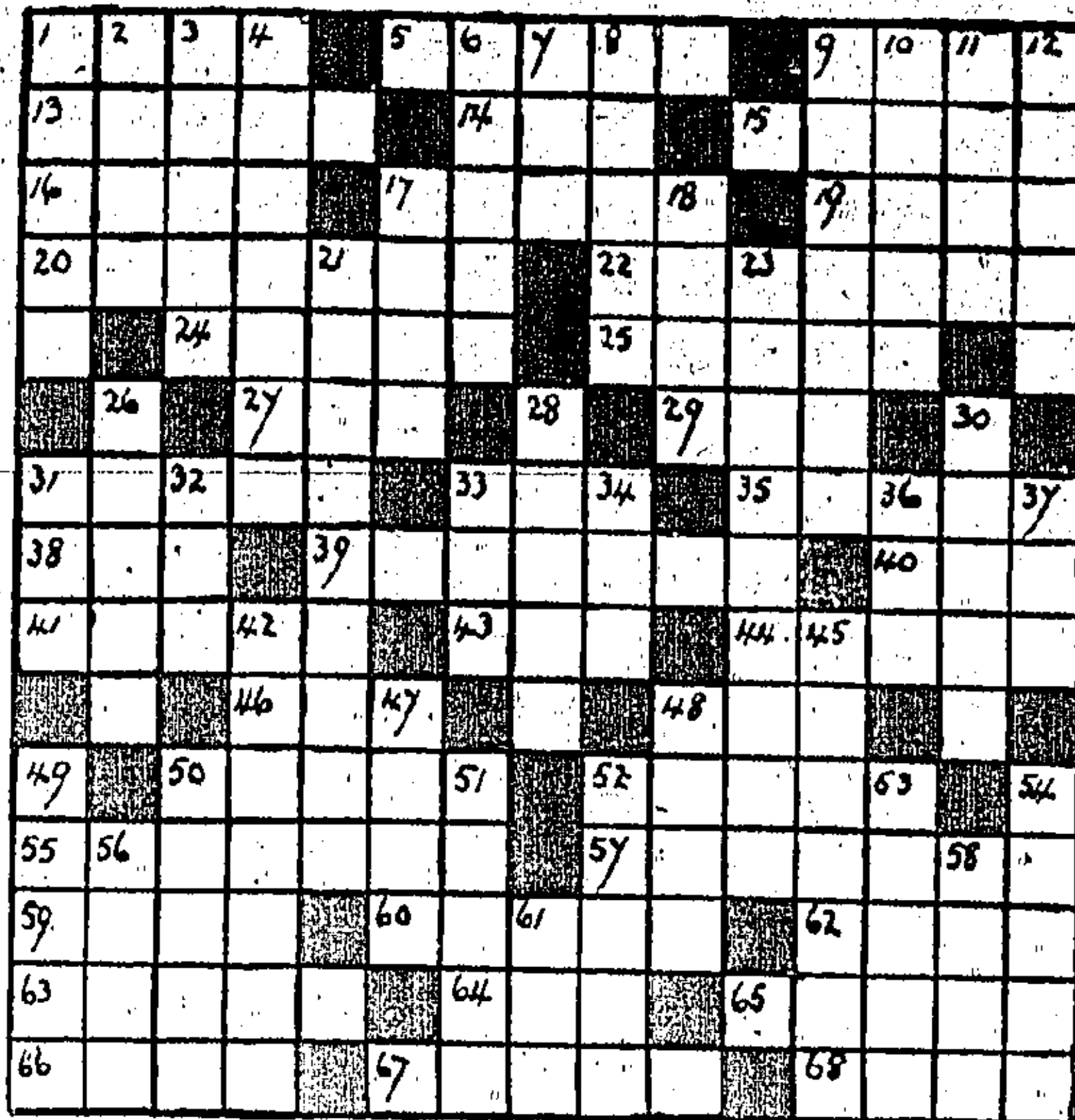
In opening the defence Mr. Alabaster said that the prosecution had to satisfy his Worship with three things before they could consider the position of the defendant at all in the case. Firstly his Worship had to be satisfied that the defendant had \$10,000 with him on that date. Secondly that at least three people in the Bank paid the sum of \$10,000 against that particular cheque without knowing that the amount of the cheque was different from the amount paid out. Thirdly, they had to prove that all these three people did not know that the cheque and money differed in the amount, but the defendant did. That at the time he received it he knew that the cheque and money differed and the three of the Bank people did not, they having seen the cheque and the money together and he not having seen the cheque for an hour or so before he got the money.

Curious Fact.

If it was possible that the three people knew not that the amount of the cheque and the amount paid out did not tally, it was equally possible that the defendant did not. Mr. Alabaster went on to say that they had had defendant's cousin in Court and they also had had him questioned by the Police at a time when he had no idea that his cousin was arrested. He had admitted that he has constantly lent his cousin money and kept no account of it.

If he could not remember having lent him \$9,000 on the 15th December, it was because he had actually lent him \$19,000 in three sums, \$2,000, \$7,000 and \$10,000. Then there was the curious fact that the defendant was not arrested at once, but after a month.

OUR CROSSWORD PUZZLE.



Across.

- 1 Suites.
- 5 Impress.
- 9 Copied.
- 13 Pleadings.
- 14 Inferior kind of wheat.
- 15 Tremble.
- 16 Utilized.
- 17 Peers.
- 19 Pace.
- 20 Furnishes.
- 22 Storm.
- 24 Long cut.
- 25 Soil.
- 27 Before.
- 29 Thus.
- 31 Garment.
- 33 Grain.
- 35 Efts.
- 38 Fish.
- 39 Boys name.
- 40 Exist.
- 41 Permit.
- 43 Valuable metal.
- 44 Personal property.
- 45 Study.
- 48 Shaft of mine.
- 50 Strip of leather.
- 52 Composed of panes.
- 53 Member of the House.
- 57 Assaults.
- 59 Common heather.
- 60 Lending.
- 62 Chain-work armour.
- 63 Aggravate.
- 64 Feminine pronoun.
- 65 Thick.
- 66 Midway.
- 67 Chimes.
- 68 Absorbed.

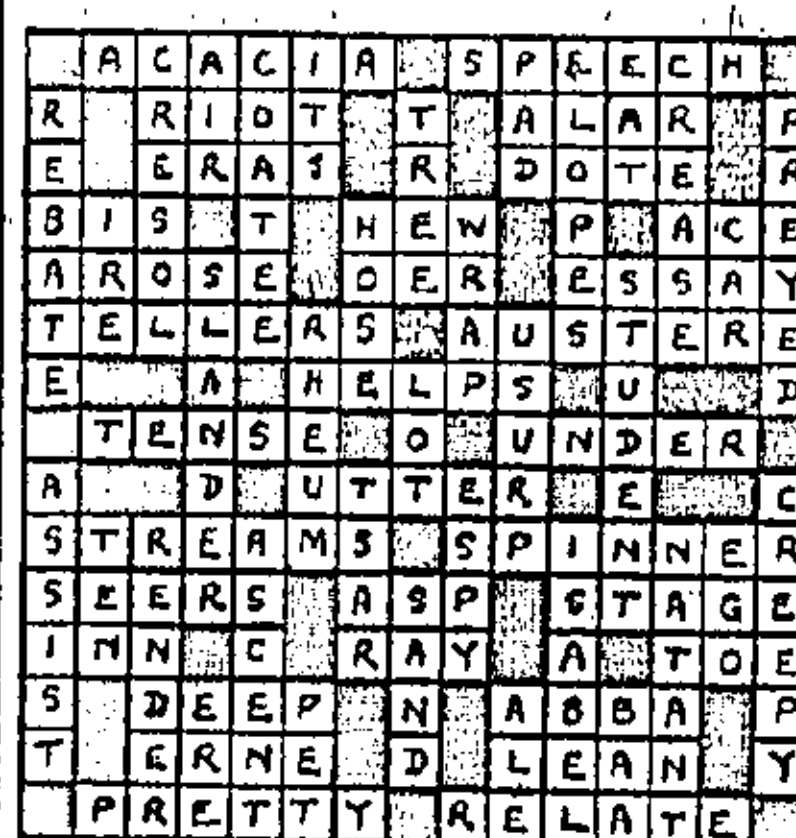
Down.

- 1 Snags.
- 2 Other.
- 3 An era in one's life.
- 4 One who makes harness.
- 6 Rubbish.
- 7 Scotch county.
- 8 Dissolves.
- 9 Patronage.

10

- 10 Flat dish.
- 11 Lengthens.
- 12 Opposed to height.
- 17 Gaelic.
- 18 Fixes.
- 21 Rampart built of earth.
- 23 Supports.
- 26 Hard husk.
- 28 Hut.
- 30 Scatter.
- 31 Expanse of water.
- 32 Ailing.
- 33 Fragment.
- 34 Number.
- 36 Existed.
- 37 Put.
- 42 Figure with eight sides and angles.
- 45 Steam driven vessel.
- 47 Christmas.
- 48 Mountain road.
- 49 Religion of Mohammed.
- 50 Leaves of Cassia.
- 51 Natural language.
- 52 Sunk portion in doors.
- 53 Christian name (Fem.).
- 54 Small island.
- 56 Tree.
- 58 Impediment in the speech.
- 61 Exclamation of triumph.

Yesterday's Puzzle.

SHORTHAND
SUCCESSES.

ITALIAN CONVENT
EXAMINATION RESULTS.

The results of Pitman's shorthand examinations, in connection with the Italian Convent, held last term, arrived recently and are as follows:—

Speed (100 words a minute): Misses Carolina Ribeiro, Celeste Gill, Matilde Pereira, Albertina Garcia, Maria Ozerio Lopes, Kimy Barretto, Olga Remedios; (80 words a minute): Misses Betty Baker, Esther Carvalho, Zena Lihovetsky, Agnes Dillon; (60 words a minute): Misses Winnie Lo, Doris Dillon, Christina Allison, Lily Williams, Nellie Chenailoy, Winifred Kew, Nettie Thorburn, Eileen Donald, Molly Franco.

Theory—Misses Astrid Larssen, Mary Oliver, Winifred Low, Jeanne Baker, Emilia Carvalho, Lily Williams, Winifred Kew, Nellie Chenailoy, Eileen Donald, Nettie Thorburn.



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Hongkong.

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COCOA

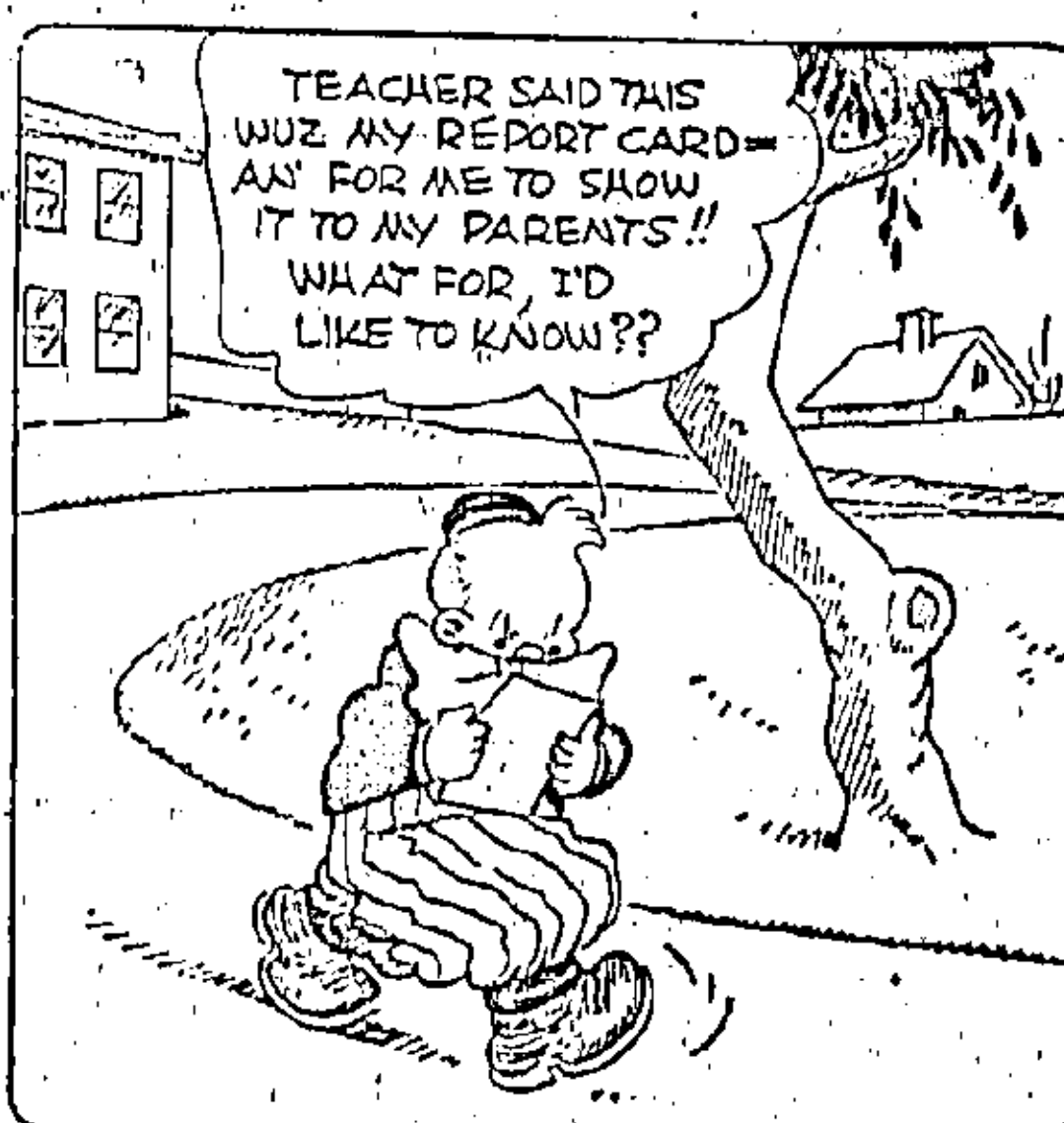
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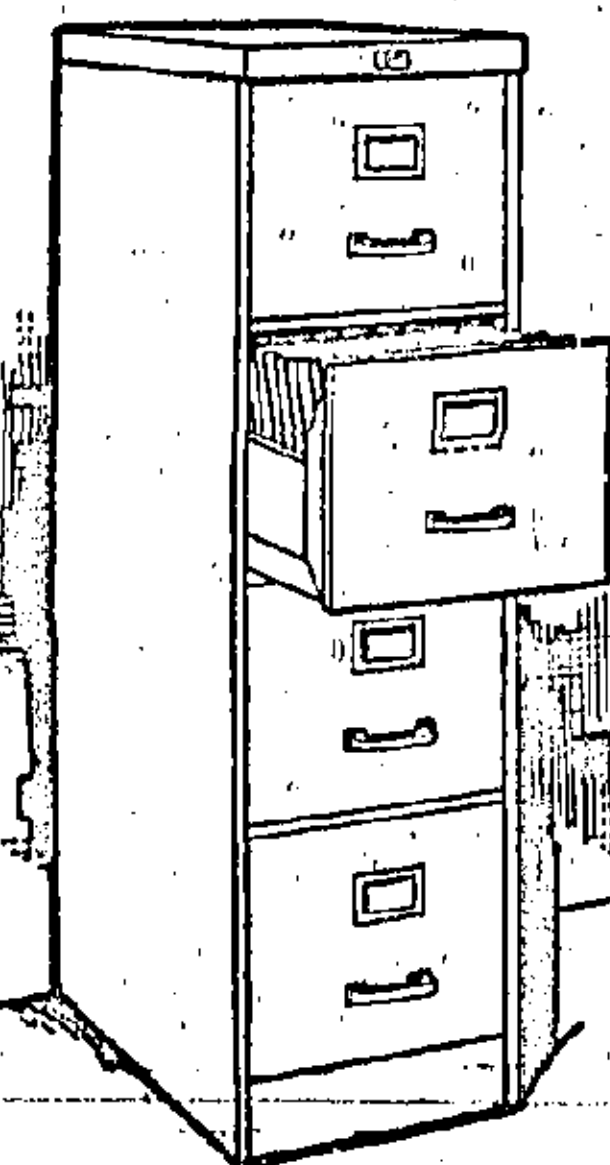
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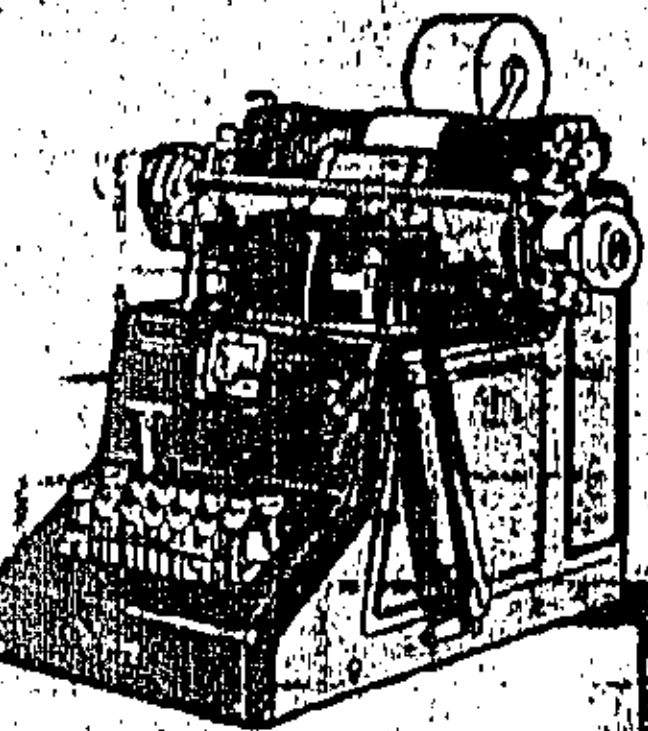
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Dalton

**The
Hongkong Telegraph.**

SATURDAY, FEBRUARY 19, 1927.

VOLUNTEERS WANTED.

We were pleased to see that in the financial votes brought yesterday before the Finance Committee, monetary provision was made to defray the cost of the equipment of a new section of the local Volunteer Defence Corps because it indicates that the Corps is still a growing one. It is on the request of the General Officer Commanding that a small Army Service Corps unit is being established to round off the constitution of the Corps, and it is to be hoped that the officers of the Corps, who have signified their preparedness to form the new unit, will not lack the necessary recruits to make it a success. Those responsible for the administration of the Corps are, at the moment, issuing an appeal for more Volunteers—an appeal which ought to be supported in every way possible. It cannot be denied that the numbers of the Corps are far short of what they should be, having regard to the large number of young men now in the Colony, and very many of these young men ought to take a more serious view of their obvious duties and responsibilities. The military authorities in deciding what the garrison strength of this Colony should be have always relied on having the assistance, in case of any possible need, of a fairly large number of trained and efficient Volunteers but it is no secret that for several years past the numbers of Volunteers have been below what is considered either reasonable or required. And for an explanation of this fact one is forced to look among the ranks of the Colony's younger and recently-arrived men. There has been a lessening appreciation of the fact that one of the first duties of a male resident of this Colony is to explore the opportunities that are presented to him of assisting the authorities in whatever way they consider necessary. There are peculiar conditions and circumstances which make it necessary to maintain a force of arms auxiliary to the relatively small garrison of regular army units and it should only require the knowledge of that fact to lead men to join up with the Volunteers. Unfortunately, some of us are inclined to get slack and selfish.

We begrudge the time and effort entailed in volunteering work—we can't be "bothered" as the modern phrase has it. That is an indefensible attitude and not a very worthy one. If it were adopted all round we should indeed be in a sorry state of inefficiency. There are plenty of young men who expend themselves to the utmost on their sport enthusiasms, whatever they happen to be, and yet are not sportsmanlike enough to "play the game" all round and do a disliked job. But there is not the slightest reason why volunteering should be disliked, for it can be a very jolly "show" with lots of good comradeship and exercise for the man who gets keen and who isn't always finding fault. Our Volunteer Headquarters is really a very fine place in which to make acquaintances and rub shoulders and, also, to gain a better realisation of the friendliness of our fellow men. To all young men who are not Volunteers and who are eligible we would say "Join up now!"

A Hopeful Sign.

After the manner in which labour pickets in Canton have been usurping the authority of the Government by making arrests of persons who may happen to run counter to their regulations, it is refreshing to read the reports from Chinese sources that General Li Chai-sun has issued an order against proceedings of this character. According to the reports, General Li has made it clear that picket organisations have no right, under any circumstances whatever, to take action of this kind, for the performance of such duties obviously lies within the powers of the authorities. Whether the practice has been very marked during recent times, we do not know, but we recall numerous instances when the strike was in full swing, including the case of two British journalists, who were thrust into a filthy prison by the Strike Committee officials for no offence whatever and who underwent a by no means enviable experience, as a consequence. The fact that General Li has now decided to declare such procedure illegal, although somewhat late in the day, is so much to the good. Coupled with the reports of his anti-Red activities, also referred to in our issue of yesterday, this news leaves us with the hope that General Li is determined not to permit the extremist element to control the situation in Canton. Since the departure for Central China of the heads of the Nationalist Government, there has been a welcome absence of serious agitation in South China, and if General Li can keep the power in his own hands and follow a moderate policy, he will win the good opinions of foreigners and reasonably-minded Chinese alike.

OBITUARY.

VETERAN AMERICAN SOCIAL REFORMER.

New York, Feb. 18. The death is announced of Mr. Thomas Elbridge Gerry, the veteran lawyer and social reformer. —*Reuter*.

[The late Mr. Gerry, who was in his 90th year, was a well-known advocate many years ago of social reforms, particularly affecting cruelty to children and animals. He was the Chairman of the New York State Commission on Capital Punishment in 1886 as a result of which the electric chair was substituted for hanging. He was a leading figure in American public life for many years, especially concerning himself with hospitals and the life led by children on the stage. He was a keen yachtsman, being Commodore of the New York Yacht Club for several years. His private law library numbered over 30,000 volumes.]

DE PINEDO'S PROGRESS ARRIVES IN FRENCH SENEGAL.

London, Feb. 18. A message from Dakar says that Marques de Pinedo has arrived from Bolama, in Portuguese Guinea, he is leaving later for Port Praia, Cape Verde Islands. —*Reuter*.

DAY BY DAY.

It is notified that the name of the Tai Tung Company, Limited has been struck off the register.

WOMEN KNOW BY INSTINCT WHAT MEN THEY CAN MAKE FOOLS OF, AND ONLY TRY THEIR ARTS ON THEM. —*W. S. Maughan.*

Rear-Admiral A. J. Stirling, with Mrs. and Miss Stirling, arrived at Plymouth on January 13 from Hong Kong in the P. and O. steamship *Macdonald*.

Six Chinese were arrested by the police yesterday in connection with an armed robbery at Hau Pui-lung village, New Territories, on the 17th instant.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to amend the law relating to wireless telegraphy.

We have received from the British Consul General in Canton a resume of the report of the Advisory Committee of the China Indemnity Fund, issued by H.M. Legation in Peking.

Following a quarrel with her husband, a Chinese woman at Shamshulpo attempted to strangle herself with a piece of cloth. Although intervention came in time, the woman was somewhat seriously injured, and was removed to the Hospital.

We are asked to state that Kowloon residents who have not yet received a copy of the K.R.A. annual report for 1926, and who desire to have one, can obtain same either from the Hon. Treasurer, 1A, Chater Road, or at the Star Ferry ticket office at Kowloon.

Bankruptcy notifications show that in the case of Woo Tick-chi, of 8, Pak Mai Kai, Canton, a first and final dividend of \$63.70 has been declared; whilst in the case of the Tak Shing Hong firm, of 27, Des Voeux Road West, the first and final dividend is \$7 per cent.

The annual meeting of the Victoria Recreation Club which had been announced for yesterday evening has been postponed until next Friday at 6 p.m. A variety of circumstances, including inclement weather, conspired yesterday to prevent a full attendance and it was decided to wait until a larger attendance was assured at the annual meeting.

The health bulletin of Eastern ports for the week ending Saturday last, issued by the Principal Civil Medical Officer, contains the following: Plague, Bombay 2 cases, Rangoon 4, Colombo 1, Sourabaya 4; Cholera, Negapatam 3, Rangoon 8, Singapore 1, Bangkok 7; Small-pox, Bombay 38, Calcutta 153, Karachi 1, Madras 38, Rangoon 2, Saigon 1, Vladivostok 12.

In aid of the funds for meeting the cost of reconstruction of the new organ, Mr. F. Mason gave a most enjoyable recital in St. John's Cathedral last evening. His contributions were of a varied character and brought out to the full the capacities of the organ. All the items were played with much taste and were greatly enjoyed by those present.

The following are included in the results of the Hilary examination of the Inns of Court held last month:—Roman Law (Class II).—San Po Iwin, Middle Temple; Him Yam Teh, Inner Temple; (Class III).—Phn Phibul Rissawan, Middle Temple; Tan Koon Inn, Middle Temple. Criminal Law and Procedure (Class II).—Cheung Lee Yoh, Inner Temple; (Class III).—Tan Koon Inn, Lucy See, Inner Temple; Hun Yam Teh, Inner Temple. Final Examination (Class III).—Tain San Wan, Middle Temple.

EXCHANGE RATES.

	London, Feb. 18.
Paris	123.70
Brussels	123.80
Amsterdam	123.80
Berlin	20.47
Copenhagen	18.20
Vienna	34.43
Helsingfors	102.4
Lisbon	217.82
Rio	6.74
Bombay	1/6 31/82
Hongkong	4.85 9/16
Geneva	25.21
Milan	111.74
Stockholm	18.18
Oslo	18.86
Prague	108.8
Madrid	28.86
Athens	372.76
Buenos Aires	47 1/16
Shanghai	2/0 3/4
Yokohama	2/0 3/4
Silver (spot)	20.6
Silver (forward)	20.6 1/16

—*British Wireless.*

PUBLIC SCHOOLS FOR GIRLS

How Originality is Eliminated

"The path of freedom for every man, (and woman) as well as his greatest opportunity for social service, is to learn to think clearly, calmly, courageously, and alone."

The Hongkong parent whose livelihood and comfortable old age depend upon his working thirty years in the Colony, must be thinking very deeply just now of those opportunities of education within his financial scope. If he is determined to follow the example of *tai-pans* who retired into safety before these difficult days, he must set aside, as a minimum, three hundred dollars a month for each child, whether boy or girl. If the child cannot be cared for free of expense during the holidays, which extend over fourteen weeks, another fifty pounds must be added, bringing the total to about \$330 a year per head. Many people, living in China, have three children at public schools, and therefore must be able to send away the equivalent of one thousand dollars a month on their behalf. One wonders if they feel perfectly satisfied that the modern English girl of eighteen is all, and everything, that she could be, under a more carefully constructed system of preparation for life as it actually is.

About the year 1909, middle and upper class public opinion in England agreed that daughters would receive a certain *cachet* by attending one of several large schools for girls, already sound in reputation and financial security. It was a big reaction from the Victorian ideal of a girl being imprisoned in the home against every contamination. Fathers decreed it a ridiculous waste of money while the question was still undecided, and immediately set about boasting its costliness in the market place, once the girl had bid tearful farewell. The advantages seemed obscure, and not of any tangible quality. One heard much of school friendships, which were to last a lifetime, since they were to be based upon the immature selective powers of a girl of twelve! Of character-building there was much talk—the phrase "good tone" was inevitable, and few realised that the responsibility for this same atmosphere must ever rest with every member of the community, mistresses as well as girls. Even in those days, nearly twenty years ago, these schools set out on a social campaign, until to-day, all over the world, parents are making superhuman sacrifices to give these boys and girls an educational surrounding, without any idea of preparing their minds for the economic stringency ahead. For the boy, later adjustment is possible; snobbery, which is the root poison of the whole system, is ruthlessly eradicated by later conditions, though if it be possible for him to retain the toxin, he will do so.

And the girl. She sets out into the world aged eighteen, often anemic, and having no knowledge of health and how to care for it, with a very exaggerated idea of the relation between money and happiness in life, and without any definite views on anything further afield than the Charleston, and gaining an exact point to her shingle. She takes up a position in her home, and awaits some exciting happening. Should she join parents in China, she cannot escape, self-consciousness, for everything about her has been sung, or whispered, for months

before her arrival. She readily adopts the "set system", and makes every endeavour to climb into one just above that secured by the wealth of her parents, and much hospitality is indulged by the clan. She is expected to marry suitably within three years. No thought has been given to the problem of companionship; she has no knowledge of men and their ways. She has no deep well within herself from which to draw when marriage fails, and, generally speaking, she is quite incapable of meeting adversity, or poverty, without her contentment suffering. She joins a Regiment and follows it to India, or Egypt, and there for years she will be rooted, probably in a bungalow next to another young bride whom she has scorned and rejected in her original Colony.

There is nothing in the large school curriculum which will help this girl to be sufficient unto herself for the next ten years. She has just emerged from seven years of school life, no second of which has been spent entirely alone. All day long the routine provides employment, various, and often useless. Her complex is developed above every other; the advantages of team games are exemplified morning, noon, and at night the dormitories are alive with human emotions. Some shone, some weep, the partition is insufficient to exclude the whispers and rustling. Solitude is so utterly strange that it is feared. The girl who, despite this atmosphere, retains personality, and mental vigour, is soon the object of suspicion to the mistresses, and a queer character to her companions. The idea that education should produce a woman, at eighteen, thinking, calmly, clearly, courageously, and alone (despite the fact that she is encouraged thus early to choose a lifelong mate), a woman as versatile that an illness of three months leaves her mentally unimpaired, and still receptive to new opportunities and interests, is beyond the horizon of those virgin ladies, who so carefully eliminate every trace of originality bequeathed the child by her parents.

Dr. Nairn, Headmaster of Merchant Taylors School, included the following comments on girls' schools in his recently-published article to a London paper:—"When the movement for the higher education of women took place, the girls' schools were founded on entirely imitative lines. Uncritically the pioneer women copied the system in vogue for boys, with all its defects. It is hard to see when, and how, the education of girls will shake off this initial folly."

For \$300 a year an intelligent girl, aged fifteen, can be taken to the Continent, where the ensuing three years will give her French, German, and Italian, if the public school has given her Latin. She can read psychology, which will prepare her to meet every phrase of life with understanding, and later she can give a year to domestic arts, and child welfare. She can decide, with encouragement, upon some wage-earning work, and thus become equipped for marriage in any grade of society at the age of twenty. Far greater than that, she can then marry a poor man without a qualm to herself, himself, or either parents.

TISTHENES.

COTTON YARN.

THE NEW ASSOCIATION.

London, Feb. 18.

At the first meeting of the new Cotton Yarn Association at Manchester, it was announced that the total spindles in favour of the Association was over 20½ million, or 76.23 per cent. of the trade. The Committee had previously stipulated 19 million as a minimum on which to proceed. —*Reuter*.

AMERICA & TURKEY.

EXISTING RELATIONS TO CONTINUE.

Constantinople, Feb. 18. An agreement has been signed prolonging the existing provisional relations between Turkey and

GHASTLY MURDER.

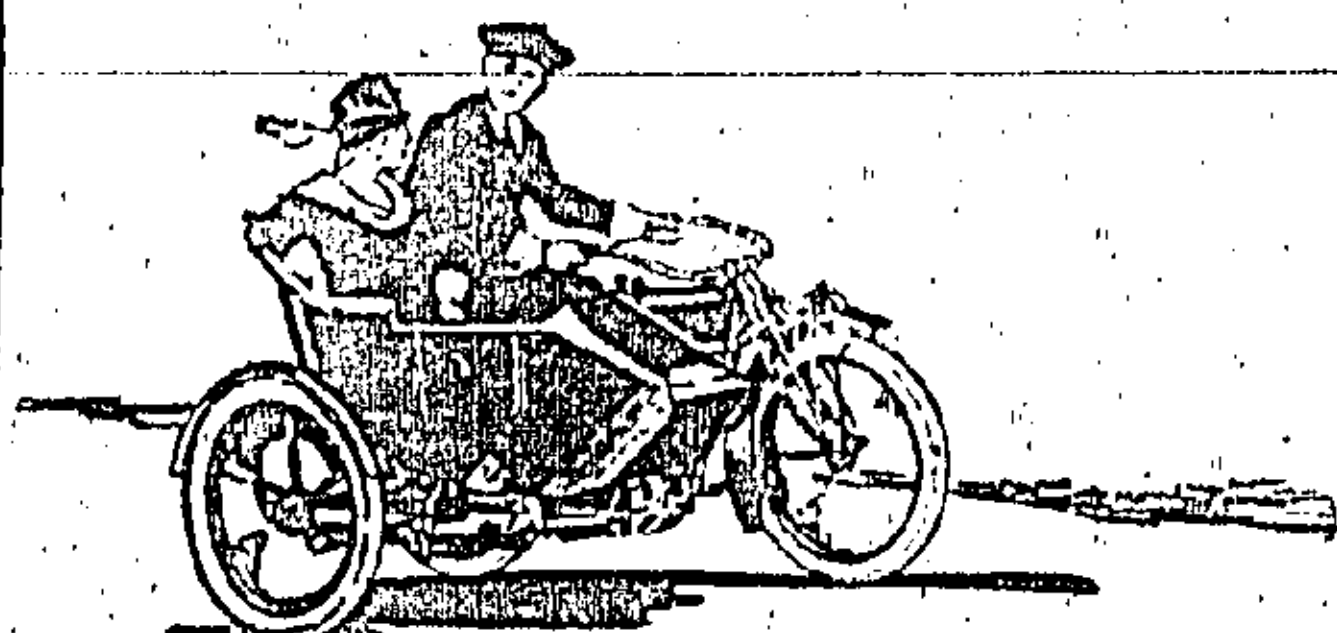
GRIM DISCOVERY AT LYEEMUN.

A ghastly murder has come to light with the discovery, on the foreshore at Lyeemun Pass, of the body of a male Chinese which has since been picked up by a police launch and removed to the Mortuary.

Examination showed that there were no fewer than 25 wounds, inflicted with some sharp instrument. Death occurred a few days previous to the discovery of the body, as advanced decomposition had set in.

America for one year. This is the outcome of the recent negotiations between Admiral Bristol and the Turkish Government. —*Reuter*.

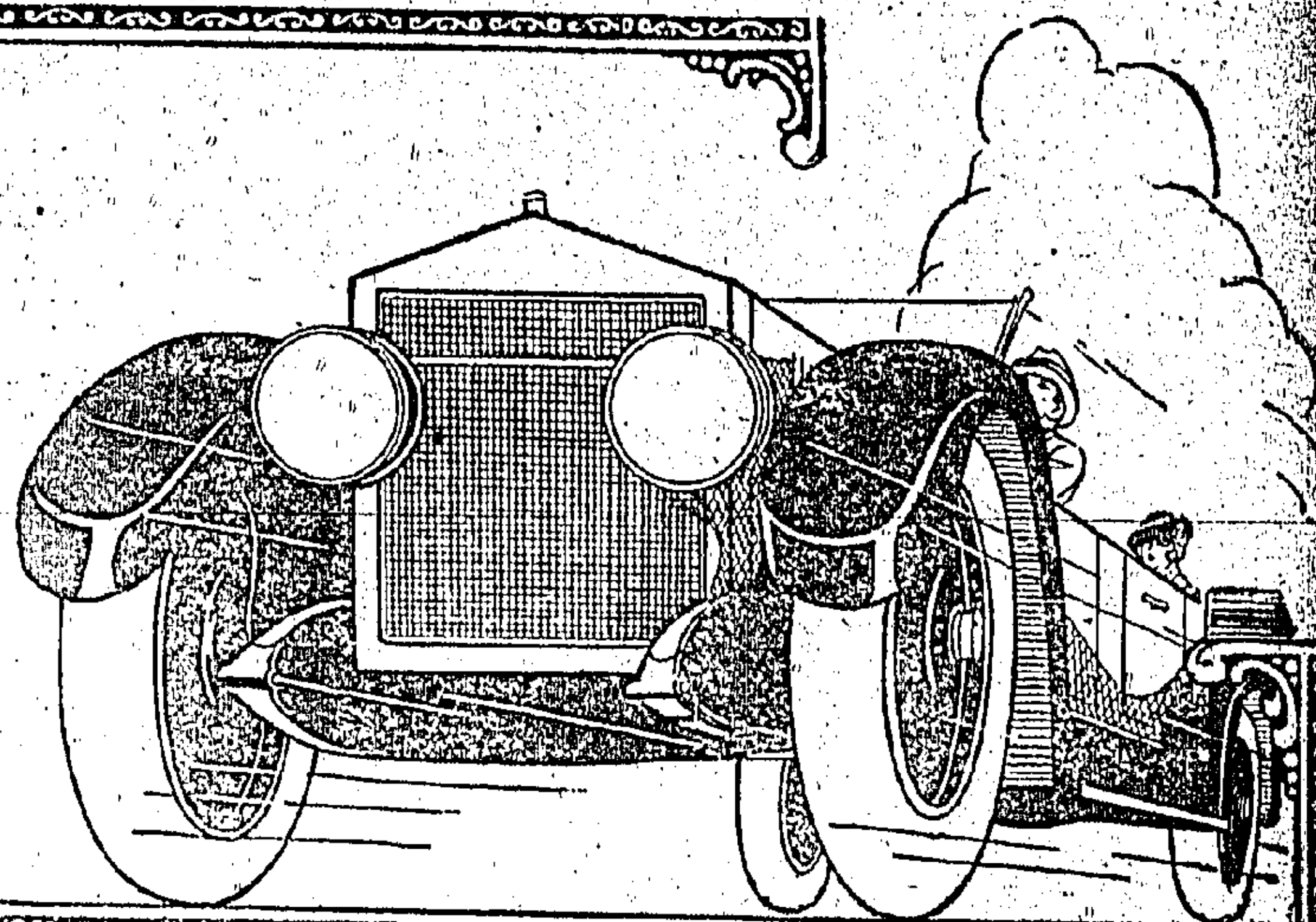
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 19th FEBRUARY, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Strange Indifference.

Although the Hongkong Automobile Association has gone to the trouble to establish a Drivers' Bureau, in order that its members may be assured of ability and good character when engaging new drivers, two instances have been brought to the notice of the Honorary Secretary of members engaging drivers through other channels. The matter does, of course rest with the employer, but the indifference shown to the privilege of engaging men through the Association is to say the least of it, strange. The two members in question are undoubtedly unaware that the men have engaged have both met with driving accidents previously, and although such facts may not necessarily mean that they are usually careless, it would surely have been better to have engaged men whose records were clean, and whose characters and abilities had been fully investigated by the Association. The Drivers' Bureau is certainly justifying its inauguration, but it is the duty of every member to support such an excellent scheme.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—

Prof. K. H. Digby
R. J. Everest
E. Newhouse
L. C. F. Bellamy
Commodore J. L. Pearson
J. Ring
A. M. Bowes-Smith
F. A. Britton
Ip Ping Lam
G. T. Byrne
D. F. Warren

Only Roads.

It is now some months since we had reason to complain of the quantities of engine oil which were continually to be found on Kowloon roads, especially Nathan Road. Thanks to the good work of the traffic department this nuisance and danger was largely abated, but recently the same trouble has become more apparent, and with the recent wet weather that has visited us, the oil and water together make the roads extremely hazardous to the solo motor cyclist. Not long ago a very large pool of oil was left on the road by the bus stop opposite the Orient Tobacco Manufacturing, and a cyclist who failed to notice it skidded badly. Within the last fortnight it has been noticed that occasional streaks of oil have found their way on to the road, and the danger lies in the fact that a cyclist may unwittingly ride one, especially after dark. Similar patches have been left on the way to Laichikok. The probable reason is that the oil pans, placed under the engines to catch and retain surplus oil, are not functioning properly, and this is a matter that should be attended to without delay.

Owners on Leave.

Member of the H.K.A.A., who employ chauffeurs, and who are contemplating going Home on Leave, are asked to notify the Honorary Secretary in the event of the driver requiring another position whilst they are away. By so doing, they will not only assist the object of the Bureau, but will render a useful service to the driver, who might otherwise be unemployed for some time.

Badges.

Motorists proceeding on leave, should remember that the Royal Automobile Association at Home officially recognises the Hongkong Automobile Association's badge, and that many privileges are extended as a result. It is also advisable that letters of introduction from the H.K.A.A., be carried for presentation to the parent body at Home.

Unauthorised Badges.

It has been brought to the notice of the Association that some motor cars in Hongkong are carrying the official badge without being entitled so to do. Enquiries reveal that this has been brought about by members of the H.K.A.A., selling their car and not taking the trouble to remove the badge and return it to the Honorary Secretary. On the part of the member, this amounts to carelessness, on the part of the new owner, dishonesty. It should be clearly understood that the badge remains the property of the Association, and its use signifies that the owner of the car or cycle which carries it is, as a member of the Association, entitled to certain privileges. Members are especially requested to ensure that improper use is not made of these emblems.

Driving Examinations.

During the year 1926, no less than 854 men were examined as to their ability to drive motor vehicles. Of these, 576 passed and 278 failed.

Accidents

The number of accidents reported last year was 593 as against 497 during the previous year. The actual figures are as follows:—

	1926	1925
Motor Vehicles	494	423
Trucks	26	18
Rickshaws, Chairs and Cycles	12	18
Tram Cars	61	51

Of this total, minor accidents and collisions are included, as are also mishaps to passengers alighting from moving trams. The total number of fatal accidents is 34 as against 44 during 1925. These were made up as follows:—

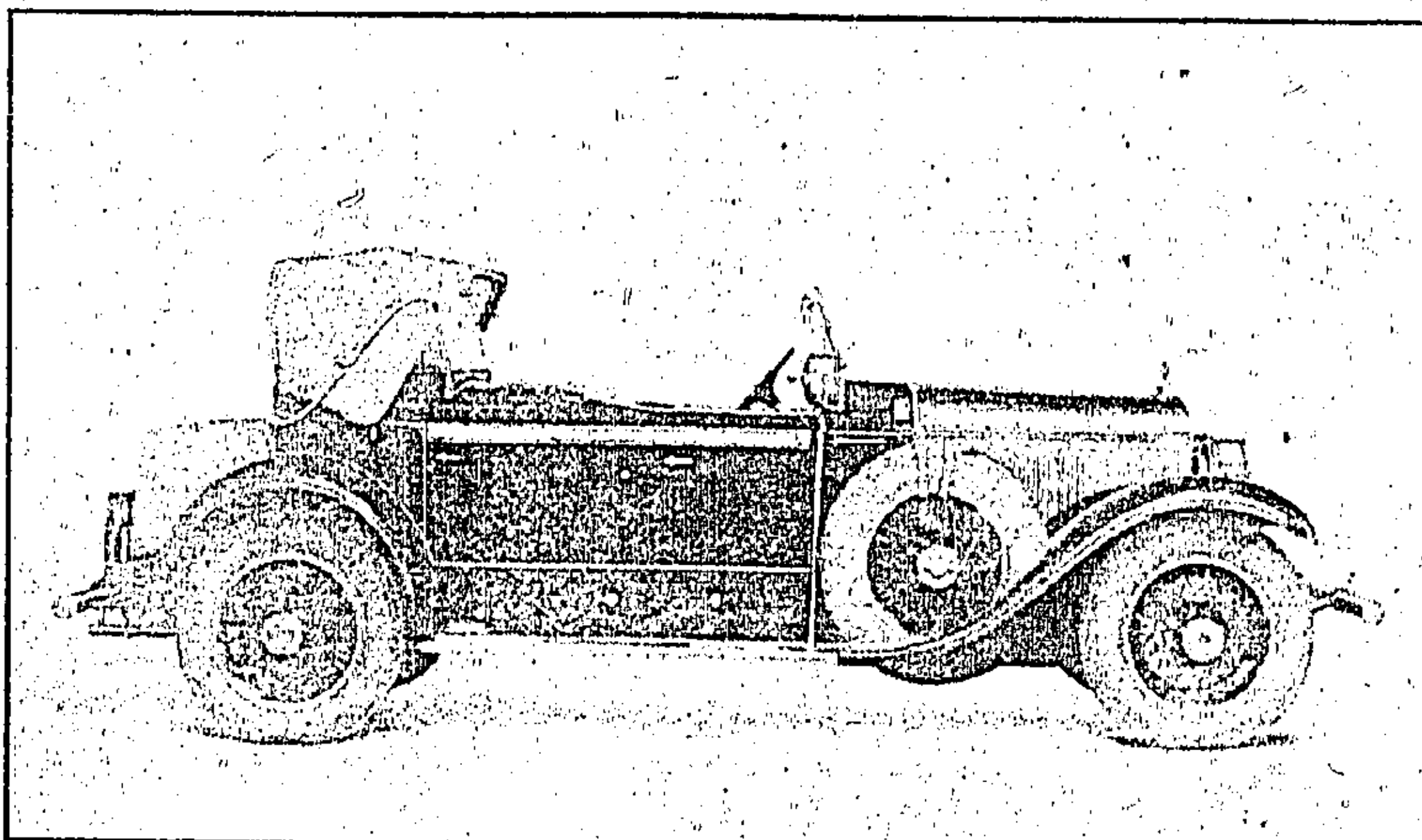
	1926	1925
Motor Vehicles	22	34
Trucks	2	3
Tram Cars	10	7

Regarding the accidents in connection with tram cars, it is only fair to state that the majority of fatal accidents were caused through passengers alighting from moving trams. The reduction in the number of fatal accidents is undoubtedly due to the strict supervision exercised by the Police Department over motor vehicles, it being realised that the better the condition of a vehicle, the less danger of it meeting with mishap.

Public Inspections.

During last month, for example, no less than 123 public and commercial vehicles were examined in Hongkong and 90 in Kowloon. This work on the part of the Police is most creditable, and tends to give the travelling public confidence.

AN ATTRACTIVELY DESIGNED CADILLAC.



Duplicating at the New York National Show the sensation which it created at the New York Salon, and destined to repeat this success in leading cities of Europe and South America, is a specially-designed four-passenger sport phaeton built by the Cadillac Motor Car company.

Custom-built and carefully hand tailored in every detail of body design and appointment, this open car has aroused enthusiasm by a rare combination of the daring smartness with ultra-exclusive refinement.

A long, sleek body, mounted on the 138-inch chassis, is remarkably enhanced by its finish of black duce and silver leaf striping. Full-length nickel monogram panels and a polished steel hood complete the light and dark colour scheme. The up-

holstering of natural leather is quite in keeping with the lively appearance of the car, while a specially designed luggage trunk of the same material and mounted at the rear, adds to the length and raciness of body lines.

Noteworthy features of equipment are the double cowl, the two folding windshields and the Victoria style top of light coloured Burbank material over the rear seat only. The tonneau cowl raises to permit entrance to the rear seat, and when down, acts as a wind and dust shield. The top may be folded compactly to carry out the fleet line of the lowered windshields. Extra wire wheel set in front fender wells carry out the sweeping effect of the new full-crown, flangeless fenders.

A disappearing arm rest in the centre of both the front and rear seats, veil pockets, located at either side of the rear compartment and two special nickel bordered mirrors fitted inside the rear cowl, add to the attractiveness and convenience of open air driving.

Other outstanding features are the polished walnut running boards with nickelled step plates and the powerful, eight-inch multiple-ray search light furnished in nickel and mounted on a nickel running board standard.

So remarkable has been the success of this model that replicas are to be placed at two points in South America, in five leading European cities, and will also be shown in the salons held at the Drake Hotel, Chicago and the Biltmore, Los Angeles.

WOMAN'S WORLD TOUR.

14,000 Miles In Wheeled Tent.

Miss Violet Cordery, the 24-years-old racing motorist, who established many new long-distance records in Italy last year, is shortly to start on one of the most adventurous motoring journeys ever undertaken by a woman. In a motor-car designed like a tent on wheels she proposes to drive round the world, under the official observation of the Royal Automobile Club. The club is now considering the idea, and it is understood that they are disposed to send an observer with Miss Cordery on her journey. A girl companion and Mr. Ernest Hatcher, who has been Miss Cordery's mechanic for some years, will complete the party. The trip will occupy about five months, about 14,000 miles being covered. Miss Cordery has recently recovered from a serious illness, but she hoped to start on February 15.

The journey, she tells me, is not a "stunt," but is being undertaken as a reliability trial. The car will be a six cylinder British Invicta.

The inside seats of the car, can be let down to form beds for Miss Cordery and her girl companion.

COLLEGE AUTO- COURSE.

A course in automotive engineering has been established at the Brooklyn Polytechnic Institute. It is designed for motor mechanics and others interested in the science of gasoline engines.

HOME MOTORISTS.

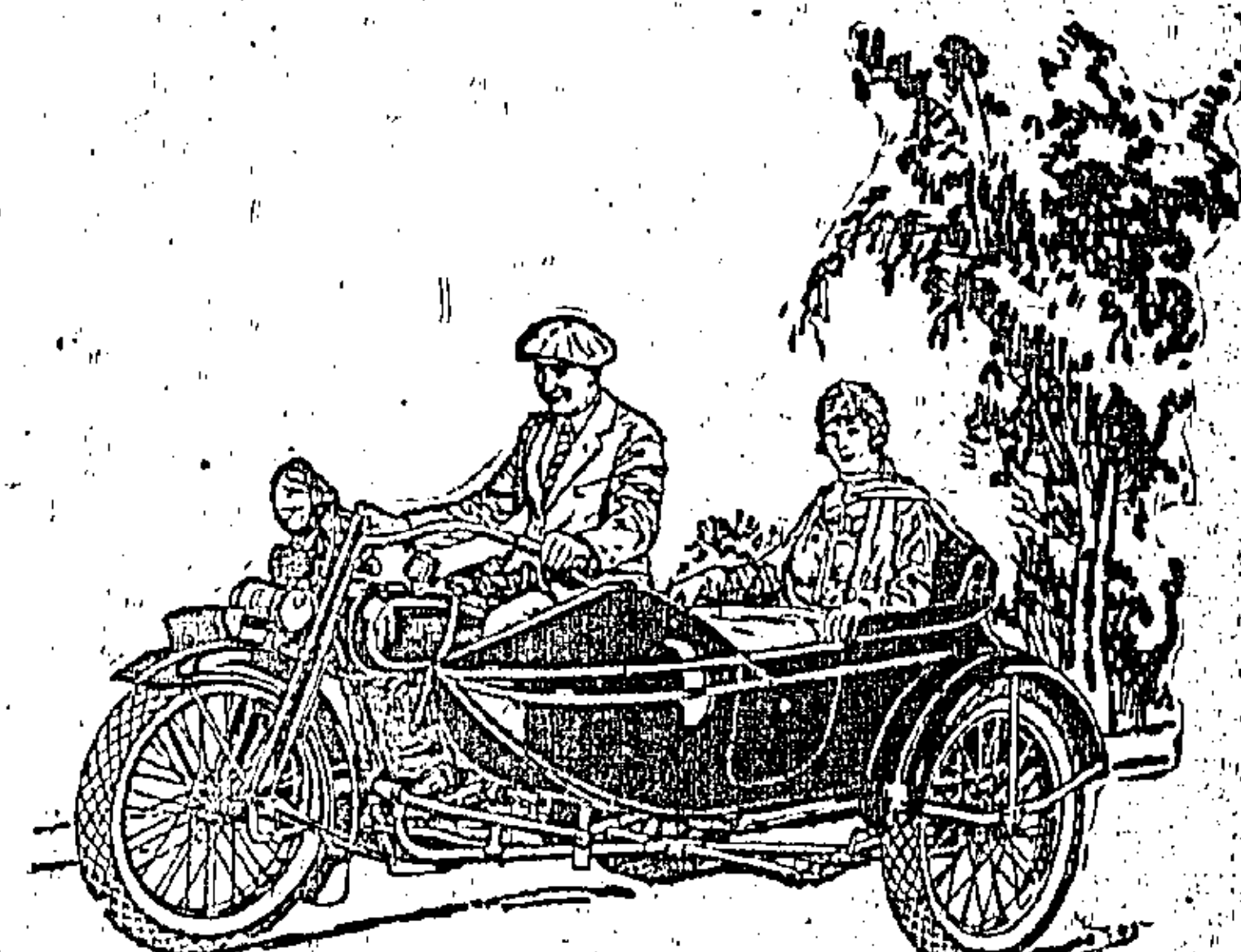
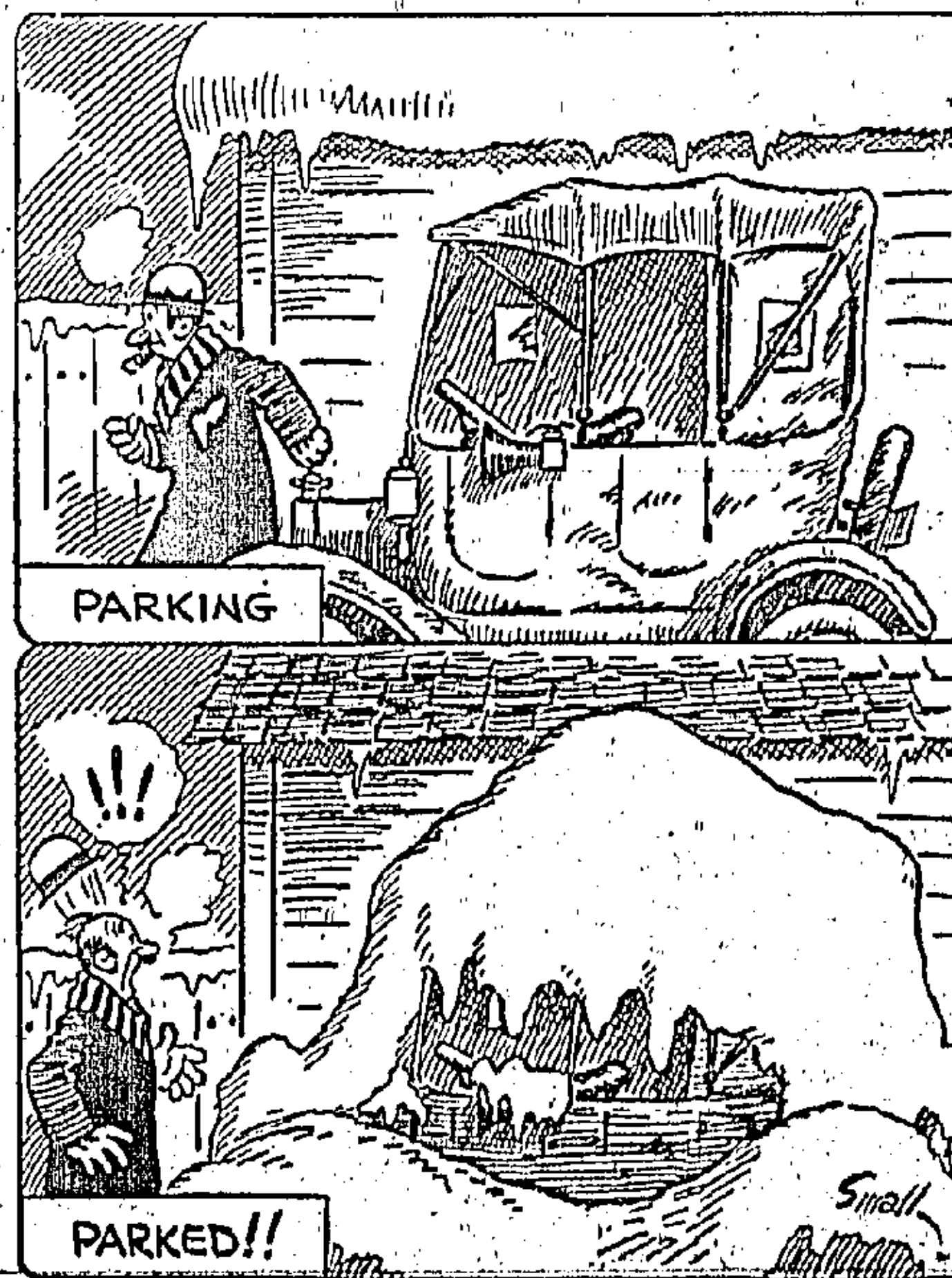
The A.A. In Surrey.

For the special convenience of members residing in Surrey, the Automobile Association has an Office at Guildford.

This new Office will deal with all members' requirements in regard to Touring, Free Legal Defence and Advice, Engineering Advice, Road Information, etc., and such services will be available as promptly as at any of the old-established A. A. Offices distributed throughout the country.

Members resident in the County are asked to use the new A.A. Office to the fullest possible extent. The address is: Central Buildings, North Street, Guildford. (Near the junction of North Street and High Street). Telephone—Guildford 1383 and 1415. Telegrams—Fanum, Guildford.

This is the third A.A. County Office opened within the Home Area since the commencement of the New Year—the other two County Offices being at 11, The Avenue, Southampton, and 10, Middle Row, Maidstone.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

Have you seen the latest, greatest motorcycle.—

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Pullman comfort" to you and your sidecar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



We all know how a horse in sight of a pan of oats or a handful of hay, will forget the hated halter which, openly displayed, has kept him circling round the pasture, and how a puppy, shown a bone, ignores or overcomes the timidity which has made him refrain from approaching the stranger displaying it.

What does not seem to be as well appreciated is the fact that under certain circumstances the human mind seems to function in much the same way—to be unable to weigh and actively estimate the importance of one thing when under the influence of a strong, and different, excitement.

In other words, men generally have "single track minds," and when brought under the influence of one controlling idea are almost wholly impervious to the reception or effect of other ideas of even greater concern to their own well-being.

When selecting a lubricant, the average motorist is invariably influenced by price. A cheap lubricant has a strong appeal. Quality is lost sight of. Service isn't even given a thought. Price blinds—the motorist is unable to weigh and actively estimate the importance of CORRECT LUBRICATION when under the influence of the strong appeal the price of the lubricant has.

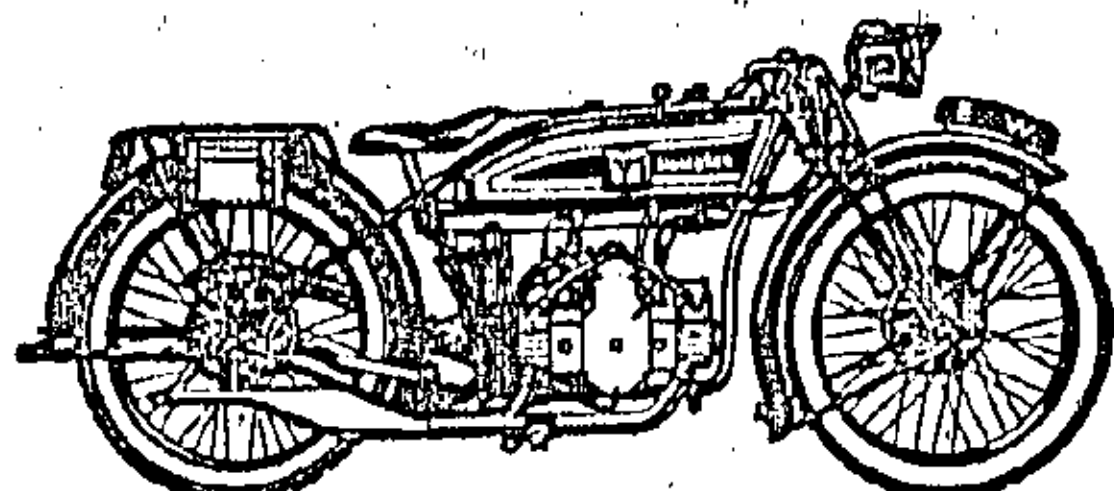
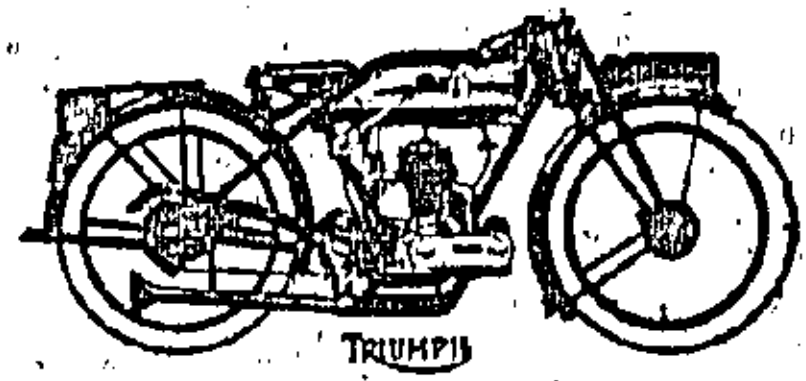
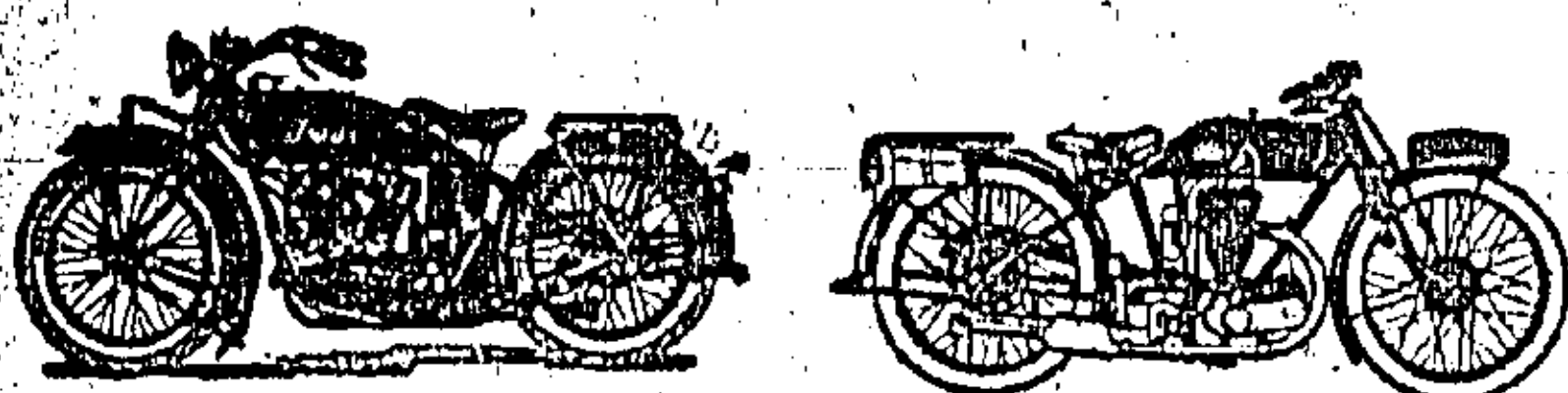
It is a fact that yearly thousands of motor-cars are ruined because their owners permit price to govern the selection of a lubricant and also because the crankcase is rarely, if ever, drained and refilled after every five hundred to a thousand miles.

May we send you a copy of our Correct Lubrication booklet? It contains much of great value to the motorist who takes pride in the smooth operation and upkeep of his machine at the very minimum of cost.

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When You Wish To Buy A Motor Cycle
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Where can you get more for your money?

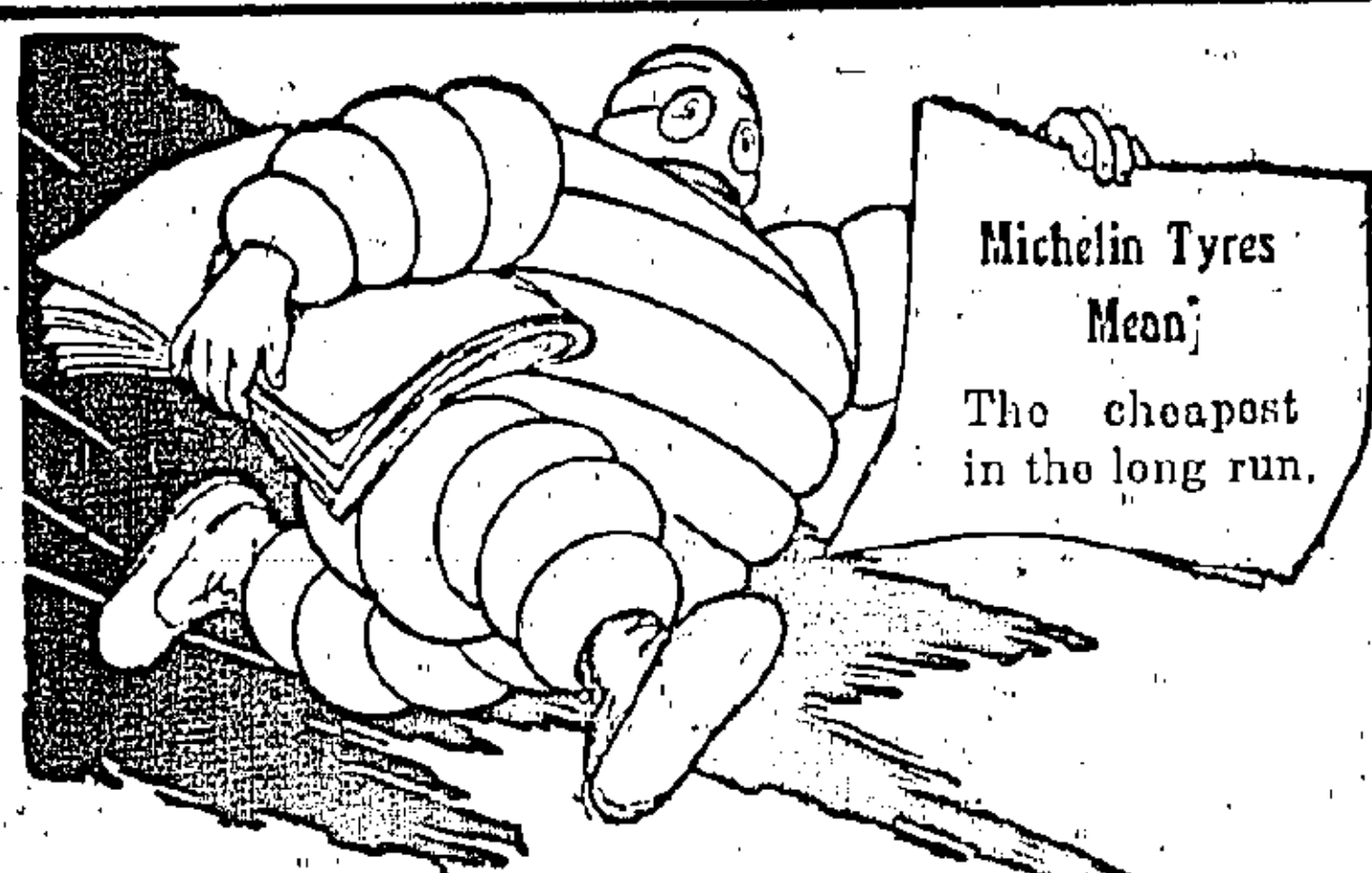
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MOTORING WORLD.

KNOW YOUR CAR.

EASIEST WAY TO AVOID TROUBLE.

(By Charles S. Clancy in the Sydney Sun).

To become an efficient driver or owner, mechanic, it is necessary to learn the business and the car's eccentricities first hand. Only experience will give you the required knowledge which results in satisfaction as a car owner.

The booklet instructions are too intricate for the beginner, though quiet personal will, of course, improve the general knowledge, and may result in some enlightenment.

It is just as well to know that the differential is nowhere near the gear box, and that the battery is not in the petrol tank. For many months as a beginner you will learn things about your car which will be most interesting.

Important discoveries will be made from day to day, and gradually you will begin to imagine that all this talk of mechanics is overdone.

FIRST PROBLEM.

But you are to be disillusioned, for the day will come when you will find that after months of quiet study you have encountered a problem which is not easily solved.

It is with the idea of being prepared for whatever happens that you should persist in knowing your car.

There are drivers who never study the car. Economy to them is of no consideration. They can afford to abandon the car, leaving it for the service man. They depend on the car to get them through always, and a periodical overhaul by a mechanic is considered enough to keep the car in condition.

With the less affluent motorist, though, this expensive method of car owning can never be popular. With so many motorists who must study economy it will never be popular.

Motoring has now become the poor man's pastime as well as a hobby of the rich man, who can afford the most expensive car that modern engineers can devise.

For the poorer motorist the garage must remain his last resource. To run the car to a mechanic when some ill develops will quickly run away with repair costs which were never anticipated.

All kinds of trivial complaints assail the car which can be quick-

ly remedied. Of course, you must know just what is wrong, and only continued application to your mechanics will fit you for the task of correcting the ill.

With the modern car almost foolproof, there is very little can happen which cannot be easily corrected. Some of the most trifling defects, at first puzzling, but after ridiculous, are encountered.

In your first months of ownership you will probably have to pay the price of your inexperience. Close observation of mechanical work on your car will probably recompense you in later operation of the car.

TELL AT A GLANCE.

To make a point of learning the functions of the various contraptions of the car will enable you to tell at a glance what is wrong with the car.

To remember that you always retard your spark lever when starting the engine, that the throttle controls the engine's speed, that in cold weather the choke must be pulled out all the way, and in warm weather part of the way, or not at all, is to know something definite about each of these sections of the car.

The information is always handy. The more you can learn about your car the better are you equipped for tackling any task in the motoring business.

One big fault often made is that owners forget that everything in motoring can be overdone. Too much oil will have the same result to your car as none at all, although without oil serious damage to the engine must follow.

CAR WON'T GO.

Over-lubrication, though, will result in the oil coming up through the cylinders on to the plugs, and in this condition the car will not "mote."

Over-flooding of the carburettor, too, will result in the car refusing to start, and if you are not prepared for this you will have great difficulty in starting the car.

There are hundreds of points to be studied about your car. Probably you know them. Time only will make you an efficient motorist.

THE RECORD MANIA.

By J. G. Parry Thomas in
The Daily Chronicle

Scarcely a week passes without the announcement of some new sporting record. "Attempts on record" have become the order of the day; they are so common that most of them are merely reported in the morning paper, and then forgotten. What does all this mean?

People generally seem to have lost much of their interest in any competitive event, in their eagerness to observe some new record set up in connection with it. In certain ways, this is not a bad thing. I may be pardoned for claiming that a new motoring record is always a good sign. It is a means whereby excellence of workmanship can be gauged, and when a record goes, it is logical to say that the standard of efficiency has risen. What machinery has once done, it may be expected to do again—although I am not suggesting that we want the high speeds of the track in everyday life.

Sir Alan Cobham's record flight was a wonderful achievement. It was a personal triumph, especially valuable as it showed the reliability of a standard aeroplane in skilled hands, besides adding to our aerial prestige as a nation. Sir Alan, however, set out rather as a pioneer than a seeker after records.

The Spirit of Competition.

The chief motive for record-making—though not the only one—is, of course, the spirit of competition. The man (or woman) who puts up new figures is a public hero because he has surpassed everybody else in his own particular sphere, and not because he has conferred any benefit on mankind. Many well-known sportsmen have become notice-

TYRE CLAIM.

Greater Safety.

A new automobile tyre has been developed by the Good-year Tyre & Rubber Company which the makers claim will give greater mileage, better traction and increased safety as regards skidding.

The new tyre is of balloon type and has an unusually flat tread which extends far up the sides of the casing. The design is said to reduce internal wear and shimmying to a minimum.

ably selfish through succumbing to the craze. A cricketer waits an hour or more with his score in the "nineties," in order to reach the coveted century; and this although the state of the game is such that only quick scoring will serve his side. Such a performance is no longer a test of merit; the man who makes 100 in four hours by ultra-cautious methods is probably inferior to one who takes risks and compiles 99 in half that time.

One admires the endurance of a Channel swimmer, but now so much depends on being skillfully piloted into the most advantageous tides, it is not fair to say that the man who makes the crossing in the shortest time is necessarily the best swimmer. Such a performance, in any case, can be overrated, for it is difficult to see who benefits by it. Certainly the time will never come when trippers will swim across for a Continental holiday. In the same category one might place a motor race in reverse gear, or a flat race on all fours—kneecaps to be kept clear of the ground!

The spirit of competition is the greatest incentive to human progress, but, like other things, it can be absurdly overdone.

NEVER TO DRIVE AGAIN.

Ex-R.A.F. Pilot Who
Fell 2,000 Feet.

"You will be disqualified entirely from holding a licence," said the chairman of the Highgate Bench recently to Charles Robertson Campbell, 42, a City

company director, of Hampstead way, Golders Green, N.W., who was fined £10 with £3 ss. costs for driving dangerously.

It was stated that when driving his motor-car in High-street, Whetstone, in a zig-zag manner, Campbell collided with a lorry, drove on, and ran into a second lorry. His car was smashed and he sustained an injury to his nose and two black eyes.

It was stated that Campbell served with the Air Force in the war, and had three crashes, including a drop of 2,000 feet, and the accidents left him in a highly nervous state. His friends realised that, because of his health, he ought not to drive a car, and he was ready to surrender his licence.

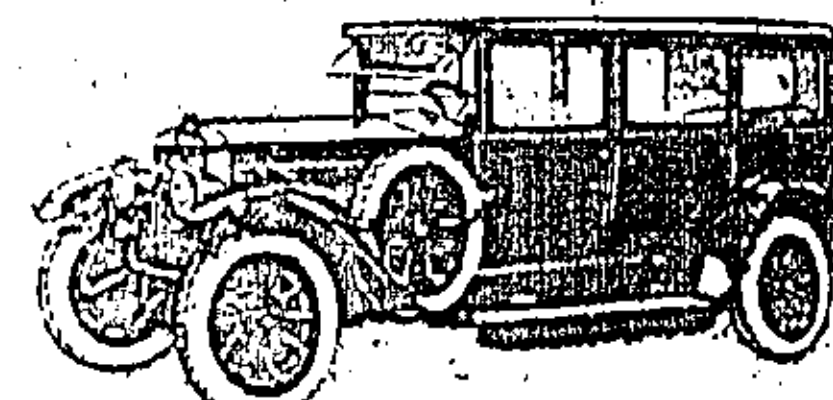
A charge of being drunk was dismissed.

FIAT

Deferred
Plan of Payment
30% down
Balance by
arrangement.

Deferred
Plan of Payment
30% down
Balance by
arrangement

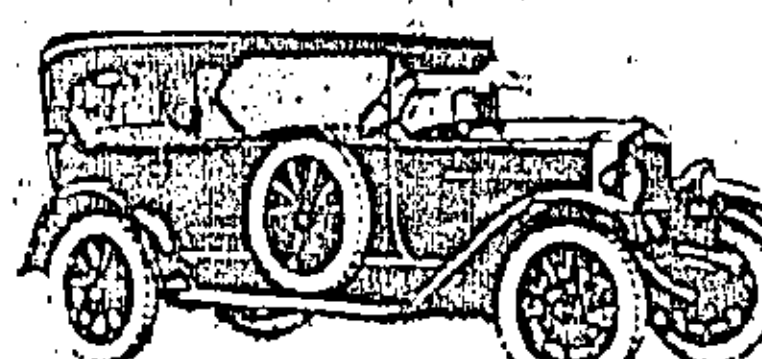
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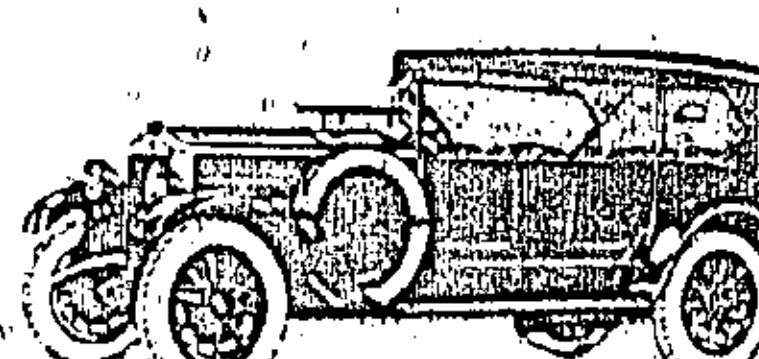
519/40 H.P.

THE HIGH-CLASS CAR

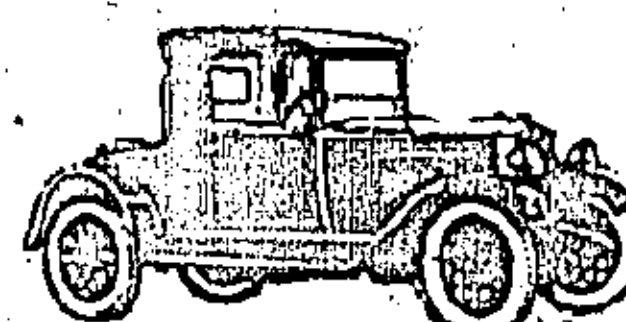
The Cars of
HIGH POWER
5/7 Seaters



507. 15-20 H.P.

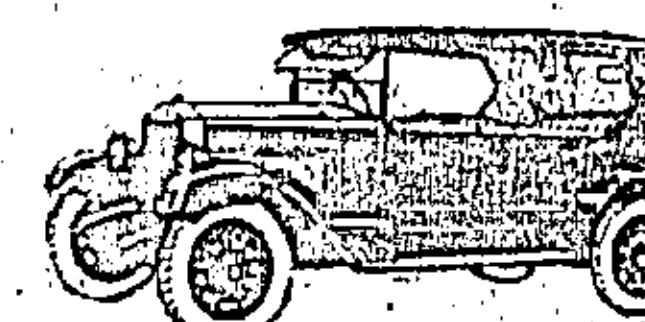


512. 20-30 H.P.



509. 9 H.P.

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4/5 Seaters



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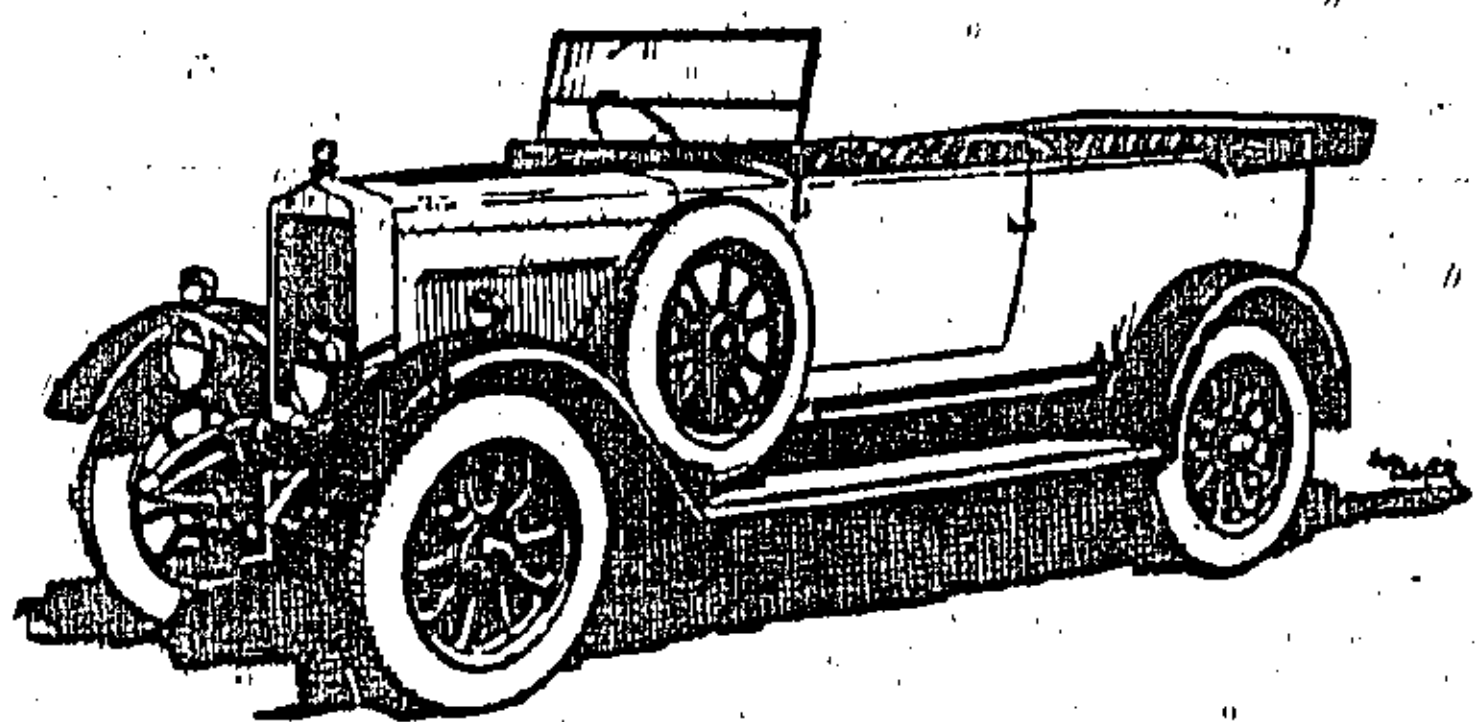
The new Valve-in-Head Engine in the 1927 Buick hardly seems to be in the same car with you. This wonderful result is due to vital engine improvements which have made the 1927 Buick Valve-in-Head Engine vibrationless, beyond belief. Quiet and smoothness prevail at every point on the speedometer. Come in and try this remarkable new car. You never have driven anything like it.

THE GREATEST  EVER BUILT

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Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station Happy Valley

What Others think of—



the new "World" Morris

The very largely increased demand for the new Morris models, both at home and abroad, is in itself ample proof of their superior qualities.

Previous Morris cars were so good that they achieved overwhelming supremacy. The new models are far better. Sales figures prove it.

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"the Wheel of the World"

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
CARE IN DRIVING THE "STRANGE" CAR.

Long continued use of one car develops great experience in the handling of it upon the part of its driver. A sort of sympathetic understanding seems to develop between the man and the machine, through long and close association, which leads to the best and safest results being secured. But when such a driver, even if he be a good one, assumes to drive any other car, especially one of very different design and condition, this intimate understanding is lost, performance will not be so good and safety of operation will be seriously reduced, until the operator becomes used to his new charge. Statistics show that a disproportionately large number of accidents happen to cars when being driven by other than their regular operators, and therefore the driving of a "borrowed" car—if it is attempted at all—should be undertaken with reluctance and carried out with constant care. Among the causes of possible trouble are the following:—

PLAY IN STEERING WHEEL.
Question:—The steering wheel of my car is very loose. How is it tightened?
Answer:—The instruction book of this car gives the fullest directions for doing this, far better ones than we can furnish in the space available. If you have not a copy of this booklet, you had better get one from the service station and follow directions. Briefly, end-play in the worm shaft is taken up by tightening the thrust bearing adjustment at the top of the steering housing. End-play in the worm-wheel shaft is controlled by a hard-ended thrust screw, projecting through the housing. Turning it in will eliminate the lost motion. The mesh of the worm and worm wheel is adjusted by means of an eccentric bushing, in which the worm wheel shaft turns, slightly rotating bushing will give a closer engagement of the gear teeth. These adjustments are all pictured in the booklet and you will have no trouble in following them.

A "SPINNING" CLUTCH.
Question:—I have trouble in getting my car into low gear, when starting it and the

gears grind terribly when I try to force them together, although I have the clutch fully pushed out. With the gears neutral and the engine running, the universal-joint back of the clutch keeps turning, even when the clutch pedal is way forward. How can this be prevented?

Answer:—Are you sure that the clutch collar housing is full of lubricant up to the level of the shaft? If not this may cause friction and make the clutch keep on spinning. Steam cylinder oil is a proper lubricant to use in this housing in warm weather, but it becomes so thick at freezing temperatures and below as to make the thrust bearing drag and cause the driven clutch member to spin persistently, thus preventing the transmission gears from stopping, so they can be readily meshed. Under present weather conditions use steam cylinder oil mixed with enough cold-proof engine oil so that it will remain fluid at all times. This should overcome your trouble.

PLAY IN STEERING WHEEL.
Question:—The steering wheel of my car is very loose. How is it tightened?

Answer:—The instruction book of this car gives the fullest directions for doing this, far better ones than we can furnish in the space available. If you have not a copy of this booklet, you had better get one from the service station and follow directions. Briefly, end-play in the worm shaft is taken up by tightening the thrust bearing adjustment at the top of the steering housing. End-play in the worm-wheel shaft is controlled by a hard-ended thrust screw, projecting through the housing. Turning it in will eliminate the lost motion. The mesh of the worm and worm wheel is adjusted by means of an eccentric bushing, in which the worm wheel shaft turns, slightly rotating bushing will give a closer engagement of the gear teeth. These adjustments are all pictured in the booklet and you will have no trouble in following them.

COLOUR SCHEMES.
Demand For Gay Effects.

COLOUR SCHEMES.

Demand For Gay Effects.

The opportunity for unlimited choice of colours for Packard 8 cars has been in effect more than three years. Literally thousands of colour and upholstery combinations have been delivered. With the Packard Six there is a very wide choice of colours available to meet the ever increasing demand for light and gay effects.

Packard Sixes with the new colour combinations are being displayed now in many parts of the country. The paint schemes adopted were the selection of artists in such work and give an unusually wide variety from which to choose.

Some of the colours now used in painting Packard Sixes are: black, old ivory, Packard blue, gold, Morocco maroon, Sheffield green, Bakst green, Pistache green, sage bush green, deep pigskin, brown light, derby red, light Algerian blue, flake white, bambalina blue, Ching blue, Fawn grey, Ambato green, chickadee green, drake green, copra drab, chicle drab, platinum, thrush brown, coat brown, oiselle red, moleskin, deep beige brown, light cream colour, light Killarney grey, Dundee grey, helldiver grey, partridge drab, tanager scarlet, raven black and woodpecker red.

With its introduction more than three years ago unlimited choice of colours for the Packard Eight has been possible. The Packard company announced that it would paint any Eight with any kind of a colour scheme that might be conceived.

Both open and enclosed Eights are demanded by the motor buying public with almost as many paint schemes as there are purchasers with the lighter and gay colours predominating, especially in the runabouts and other so called sporting models. Motorists are giving more attention now, say Packard factory men, to colours for their new cars and as this tendency has grown there has been noted a wider variety in the painting selections for Packard cars.

PETROL CONSUMPTION.

United States Record, and Still Rising.

The American oil industry is establishing fresh records in production, but the refined oil markets are by no means demoralised, and gasoline (petrol) prices have actually begun to rise. The incongruity of a record crude oil production and a rising gasoline market in America requires some explanation, particularly as petrol prices have again fallen in this country.

As regards crude oil production, it was recently stated that the companies operating in the Seminole field in Oklahoma, which had been chiefly responsible for the recent rise in production, had come to an understanding to restrict production. The restriction for a time was enforced. Wells were "pinched in" and work on new drilling was stopped. At the beginning of this month, however, the companies decided to remove all restrictions on field operations. A substantial increase in production is, therefore, to be expected. The Seminole field will henceforth produce as much as its pipelines can carry. Apart from Oklahoma a huge output is being maintained in North and West Texas, while California has reached a new high record for 1926, with an output of 647,000 barrels a day. It seems certain that the increases in these fields will offset any decline that may occur in the output of other districts.

The total output of the American oilfields for 1926 will be approximately 773,000,000 barrels, against 763,000,000 barrels in 1925. The following table shows the rise in output since the low level of May 29—

U.S. Crude Oil Production (in barrels), Daily average.

Month	1926	1925	1924
May 29	2,039,989	2,351,871	2,351,871
Aug. 28	2,159,452	2,382,653	2,382,653
Sept. 25	2,215,560	2,380,000	2,380,000
Oct. 30	2,340,160	2,387,000	2,387,000

In spite of this record production it is thought that further reductions in crude oil prices will be avoided, and that gasoline prices will remain firm or even

advance. This is the period when refiners are buying crude oil and manufacturing ahead to meet the estimated summer demand. Consumption has so largely increased that a huge demand is anticipated next year. Stocks of crude and refined oils in the United States (about 80 per cent. of the world's total) are less than they were at this time last year. At the end of October, for example, stocks of both crude and refined oil products amounted to 514,910,000 barrels, as compared with 545,396,000 barrels at the end of October, 1925. Again, at the end of September stocks of gasoline were 5,534,000 barrels below the level of January 1. This is the first time since 1920 that stocks of gasoline at the end of September have been lower than at the beginning of the year. In fact this year is likely to prove the first since 1915 when the United States has disposed of more gasoline (domestic consumption and exports) than it produced. Domestic consumption of gasoline for the first nine months showed an increase of about 13 per cent. and exports an increase of no less than 45 per cent. over those of the corresponding period of 1925. The consumption of all oil products is estimated at 15 per cent. greater than at this time last year. The following table shows the "revolution" in the gasoline position over the first nine months of this year:—

U.S. Gasoline.

	1926	1925	1924
Production	213,576	182,928	10.7
Domestic consumption	189,796	168,061	12.9
Imports	4,240	2,905	4.50
Exports	33,614	23,025	4.60
Stocks on hand, Jan. 1	33,341	36,572	—
Jan. 1	38,976	30,823	—

These figures show that the rapid increase in the production of "cracked" gasoline (obtained by "cracking" fuel oils) was justified. In fact, unless the percentage of gasoline recoverable from the crude oil had been increased this year from 54.9 per cent. to 37.3 per cent. it is conceivable there would have been a shortage of gasoline. That is why the refined oil markets are firm in spite of the record crude oil production.

DODGE BROTHERS PASSENGER CARS.

Roadster	.....	G\$1,100
Special Roadster	.....	1,150
Rumble Seat Sport Roadster	.....	1,250
Touring (5-passenger)	.....	1,125
Special Touring (5-passenger)	.....	1,175
The Sport Touring (6)	.....	1,210
Touring (7-passenger)	.....	1,320
Special Touring (7)	.....	1,370
Coupe	.....	1,285
Special Coupe	.....	1,335
Sedan	.....	1,395
Special Sedan	.....	1,385
The De Luxe Sedan	.....	1,615

DODGE BROTHERS COMMERCIAL CARS.

Chassis only (¾ ton)	.....	G\$ 925
Chassis and Cab complete	.....	1,055
Express Body Truck complete	.....	1,345
Canopy Body Truck complete	.....	1,365
Screen Side Canopy Truck	.....	1,380
Panel Side Canopy Truck	.....	1,590

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....	G\$1,190
Chassis with cab seat	.....	1,255
Chassis with complete cab	.....	1,320
Express Body Truck complete	.....	1,515
Canopy Body Truck complete	.....	1,560
Stake Body Truck complete	.....	1,695

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....	G\$1,640
Chassis with Cab Seat	.....	1,700
Chassis with complete cab	.....	1,775
Express Body Truck complete	.....	2,020
Stake Body Truck complete	.....	2,080

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....	G\$1,760
Chassis with cab seat	.....	1,815
Chassis with complete cab	.....	1,895
Farm Body Truck complete	.....	2,200
Stake Body Truck complete	.....	2,200
Hydraulic Hoist Dump Body Truck complete	.....	2,550
1-1/2 cubic yard capacity	.....	2,550

ESSEX SUPER SIX MOTOR CARS.

Touring	.....	G\$1,200
Coach (2-door)	.....	1,250
Sedan (4-door)	.....	1,300

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	.....	G\$1,600
Coach (5-passenger)	.....	1,950
Brougham (5-passenger)	.....	2,260
Sedan (5-passenger)	.....	2,440
Sedan (7-passenger)	.....	2,560

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426).

Phaeton (5-passenger)	.....	G\$3,200
Roadster (Rumble seat)	.....	3,300
Sedan (5-passenger)	.....	3,330

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433).

Touring (7-passenger)	.....	G\$3,410
Coupe (4-passenger)	.....	3,440
Club Sedan (5-passenger)	.....	3,480
Sedan (7-passenger)	.....	3,570
Sedan Limousine (7-passenger)	.....	3,670

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336).

Phaeton (5-passenger)	.....	G\$4,400
Roadster (Rumble Seat)	.....	4,500
Sedan (5-passenger)	.....	5,500

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343).

Touring (7-passenger)	.....	G\$4,660
Coupe (4-passenger)	.....	5,640
Club Sedan (5-passenger)	.....	5,780
Sedan (7-passenger)	.....	5,900
Sedan Limousine (7-passenger)	.....	6,000

The above prices are in U.S. Currency and are for delivery at garage, Hongkong. All prices subject to change without notice.

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Duplex-Roadster		Gold \$1,425
Duplex-Phaeton		1,450
Coach (2-Door)		1,550
Sports-Roadster		1,550
Country Club Coupe	.....	1,570
Victoria	.....	1,660
Custom Sedan	.....	1,710
Custom Berline	.....	1,780

BIG SIX 120" WHEELBASE

Country Club Coupe	.....	Gold \$1,800
Duplex-Roadster	.....	1,840
Duplex-Sports-Phaeton	.....	1,950
Sports-Roadster	.....	2,000
Fire Chief	.....	2,090
Victoria	.....	2,120
Custom Brougham	.....	2,170
Custom Berline	.....	2,240

BIG SIX 127" WHEELBASE

Duplex-Phaeton	.....	Gold \$2,160
Brougham	.....	2,440
The President Sedan	.....	2,660
The President Berline	.....	2,740

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, handview mirror, cigar lighter, bumpers, spare horn, tools etc., etc.

THE HONGKONG HOTEL GARAGE

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(THE HONGKONG & SHANGHAI HOTELS, LTD.)

**ARMSTRONG
SIDDELEY.****Programme For 1927.****FROM 14 TO 50 HORSE
POWER.**

The Armstrong Siddeley programme is very comprehensive, and ranges from the 4-cylinder Fourteen-Thirty h.p. Open Tourer, through the Eighteen and Long Eighteen Fifty 6-cylinder models, up to the big Thirty h.p. 6-cylinder carriages.

Certain family characteristics apply to all models. For instance, detachable hooded, push rod operated overhead valve engines and a very efficient pump and flywheel fan cooling system are standardised, as are the building of the axle, torque tube and 3-speed centrally-controlled gearbox in one unit and the adoption of very large diameter 4-wheel brakes and disc wheels. The coachwork also possesses certain features in common, among which the ample amount of head, leg and elbow room, broad windows, wide doors and exceptionally comfortable seats may be noted.

With the 4-cylinder Fourteen-Thirty chassis seven different types of bodies are available; on the Eighteen-Fifty 6-cylinder chassis there are eight types of bodies, and on the Long Eighteen-Fifty and Thirty 6-cylinders there are five each.

The less expensive 4 and 6-cylinder cars seat five people, while the bodies on the Long Eighteen-Fifty and Thirty accommodate six or seven with a very high degree of comfort and luxury. The popular models in the 4-cylinder class are the Cotswold Open Tourer, at £325 (English price), the Broadway Saloon, and the Sandown Special Tourer.

All these cars have an adjustable driving seat, a sturdy luggage carrier to which the spare wheel is attached, an ever visible petrol gauge mounted on the scuttle immediately in front of the driver, large pockets in the doors and very complete equipment. Scratch-proof cellulose paintwork is available in a variety of beautiful shades, while the open cars are fitted with a spacious rug and coat locker behind the rear squab and very effective rigid and rattle-proof all-weather side panels. The cars average 26-28 m.p.g. of petrol, and combine a maximum of 50-55 m.p.h. with a remarkable top gear performance on hills.

The Eighteen-Fifty is a car that was claimed to compete in price and performance with anything in its class, British or foreign. The events of the last nine months have seen this claim

thoroughly substantiated, for the performance, road holding ability, silent running, comfort, roominess and economy of this car have attracted an enormous amount of favourable comment, and in view of the English price of £435 at which this model is offered in Open Tourer form, it undoubtedly forms one of the principal and most successful replies to foreign competition. Points of interest in the chassis are the clean design of the 6-cylinder engine, the great size of the 4-wheel brakes, the accessibility of the components which helps to reduce the time and money spent in maintenance, and the very simple and yet sturdy construction. The range of coachwork includes—The Taunton Open Tourer with the rigid and rattle-proof all-weather equipment, cellulose paintwork and easily-erected storm-proof hood, the Braemar Special Tourer with its wide sleeping doors, mahogany style capping and subtle suggestion of speed, and two types of saloons, the Stirling and the new Eaton Special, the last mentioned being rather longer than the Stirling and possessing a beautifully curved roof and back panel. On all of these cars the driving seat is adjustable and the equipment, which includes shock absorbers at the rear, is most generous.

The models described constitute the popular lines, while the Long Eighteen-Fifty and Thirty 6-cylinders are the cars de luxe for the comparative few. On these carriages no expense has been spared to provide the owner who can appreciate the last word in refinement and driving comfort with a vehicle to meet these special requirements. While the coachwork incorporates the very latest ideas in the perfect harmony of contour and colour, the roominess and luxury of the accommodation are points that are bound to appeal to the connoisseur. These cars seat six or seven people, and the ingenious manner in which the occasional seats are fitted so as to occupy a minimum of space when folded and yet allow a really comfortable position when used is a feature worth special notice.

The engine of the Long Eighteen-Fifty is similar to that of the Eighteen-Fifty, in common with the other Armstrong Siddeley chassis, a 4 ft. 8 in. track and ample ground clearance for the worst conditions that may be in any part of the world are standardised. Special refinements on this model and on the Thirty are the six pairs of brake shoes and the rear cantilever springs, the front shackles of which are adjustable to varying loads. The thirty 6-cylinder models represent splendid value in what may be called the

**MORE CARS IN
GENEVA.**

Automobile traffic has increased in Switzerland, especially in the Geneva district. Many garages are being built to accommodate the cars.

big car class. In appearance they are second to none, the lines of their coachwork combining delicacy and taste with ample carrying capacity and a handsome appearance. The English prices range from £350 to £1,400 for these luxurious 7-seaters, the two extra passengers being accommodated on folding chair seats which can face any direction, and when not required can either be left at home or folded out of the way against the back of the front seat.

**COMPULSORY
TRAFFIC SIGNALS.****Safer Motoring If Some
were Abolished.**

By Capt. E. de Normanno in *The Daily Chronicle*.

I heard a whisper recently that they are talking of making traffic signs a legal obligation on all drivers, as different from the accepted habit of the moment.

On inquiry I was surprised to find that the idea of making traffic signals compulsory is a "debatable point." It is difficult to fathom the official mind on motor matters.

How there can be any argument about the desirability of making all motorists do what all experienced motorists already do, surpasses understanding.

When, however, we come to

the question of how many driving signals should be made compulsory, it is an entirely different matter. Here there is certainly room for debate.

ONE ESSENTIAL SIGN.

Among experienced motorists it is generally agreed that we have too many "recommended" traffic signals, and that a material reduction of the number would add materially to everyone's safety.

There is one really essential traffic signal, and one only; that to indicate a turn to the right across the path of overtaking and oncoming traffic. The slowing down signal is helpful, but not vital.

If you asked any 100 motorists, each with 50,000 miles road experience, you would find well over 90 per cent. of them agreed on this viewpoint. Perhaps the fact may be noted in Officialdom?

DANGER HOUR.**Interesting Investigation
in the U. S. A.**

The period between five and six in the afternoon is the most dangerous hour of driving in the day, according to the findings of the National Automobile Chamber of Commerce which conducted a survey throughout 1926 in co-operation with newspapers.

Of 1,107 accident cases studied, 116 occurred between five and six. The second most dangerous hour was between seven and eight in the evening when 139 accidents occurred.

Officials who attempted to interpret the figures and the causes behind them blame fatigue for the huge number of accidents which occur in the late afternoon. The officials say that careless-

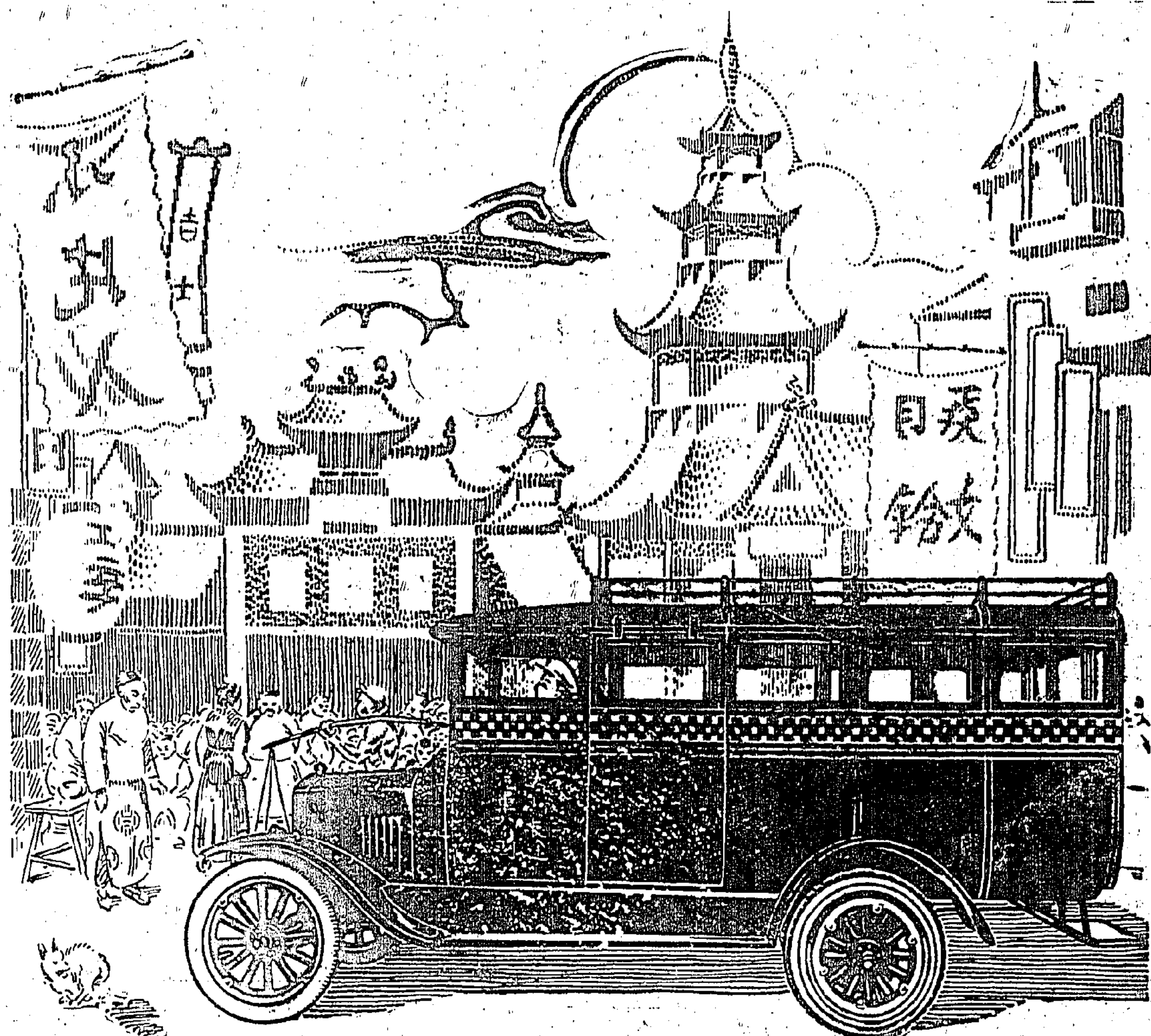
MORE SHORT HAULS.

Eighty per cent. of the motor truck traffic in Pennsylvania consists of hauls of less than 30 miles, according to motor traffic estimates.

ness probably causes most of the morning accidents between ten and eleven, the most dangerous morning hour of driving.

Saturday and Sunday were found to be the days of greater motor fatalities. However, officials say that as far as the average accident risk per car is concerned it is probable that the risk is no greater on these days.

Sunday has a fatality total 23 per cent. higher than Monday, the low day, which is an increase probably not as great as the extra volume of traffic on Sunday, states the investigators.

**DO YOU KNOW THAT...**

All over China, thousands of people are being transported daily in Ford busses. That a conservative estimate shows that over 90 per cent. of the busses in use in China are built on Ford chassis? That in some places in China the term for motor car as used by the people is "Ford car"?

WHY?

No car can stand abuse like the Ford. Bus service in the interior of China, where the cars are operated by untrained drivers, over roads that are often wholly unsuited for motor traffic, where the cars are given little or no attention, poorly lubricated, little attention given to replacement of necessary spares, etc., etc.

In spite of all these handicaps the Ford "carries on" and renders real service in developing transportation in China. The Chinese operators of bus lines are intelligent buyers. They choose Fords.

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VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	The Prest-O-Lite		PRICE EACH	REPLACEMENT GROUP
		TYPE	CASE		
6	15	43 MR	RUBBER	44X31X 6 1/2	17
6	20	611 RHK	DO	9 1/2 X 6 1/2 X 9 1/2	30
6	25	A-613 JF	DO	11 1/2 X 6 1/2 X 9 1/2	35
6	35	A-611 SH	RUBBER	9 1/2 X 7 1/2 X 9 1/2	50
6	100	A-615 JF	DO	10 1/2 X 6 1/2 X 9 1/2	50
6	112	A-615 SH	DO	10 1/2 X 7 1/2 X 9 1/2	50
6	135	A-616 SH	WOOD	11 1/2 X 7 1/2 X 9 1/2	50
6	160	A-616 JKH-2	RUBBER	15 1/2 X 6 1/2 X 9 1/2	70
6	160	A-617 SH	DO	12 X 7 1/2 X 9 1/2	80
12	60	A-127 SH	WOOD	12 1/2 X 7 1/2 X 9 1/2	65
12	67	1211 AHX	DO	17 1/2 X 6 1/2 X 10 1/2	75
12	82	1211 SHK	DO	17 X 7 1/2 X 9 1/2	85

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- 3 Case, Cole, Cunningham, Franklin, GMT, Oldsmobile, &c.
- 4 Auburn 4, Buick Std. Chevrolet Cleveland, Essex, Ford, Overland, &c.
- 5 Auburn 6, Buick M, Chevrolet, Hudson, Jordan 8, Oakland, Tenn. &c.
- 6 Hupmobile, Marmon, Packard 8, Paige, R.V. Knight, Willys Knight &c.
- 7 Dodge, Gardner 8, Graham Bros. Truck, Franklin 22, &c.
- 8 Locomobile, Mack Truck, Stearns, Rolls & White
- 9 Cadillac Special Cadillac Battery
- 10 Cyle Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.
- 11 M/C MORRIS replacement Battery.

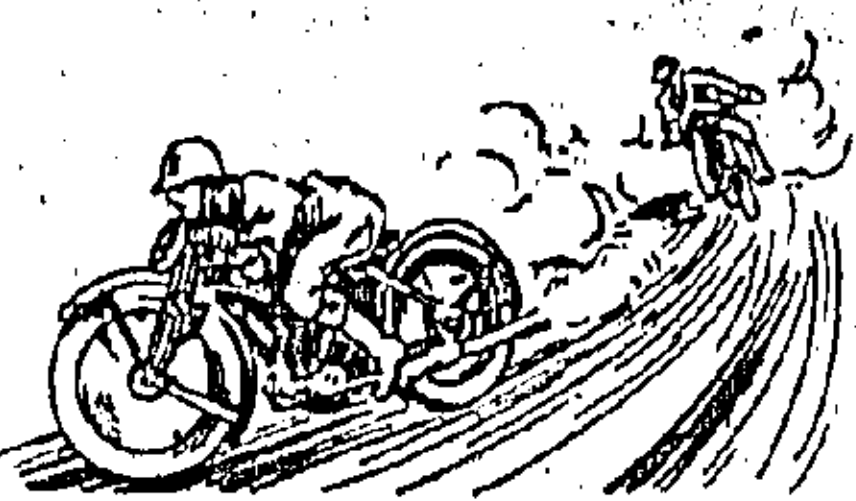
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B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h. p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE

CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

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Arrangements have now been completed whereby Ford Owners are enabled to purchase

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POWERS OF NATURE

Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

The Spirit
the Age

A Product
Nature

SHELL

MOTOR SPIRIT

BUS HAS RAPID GROWTH.

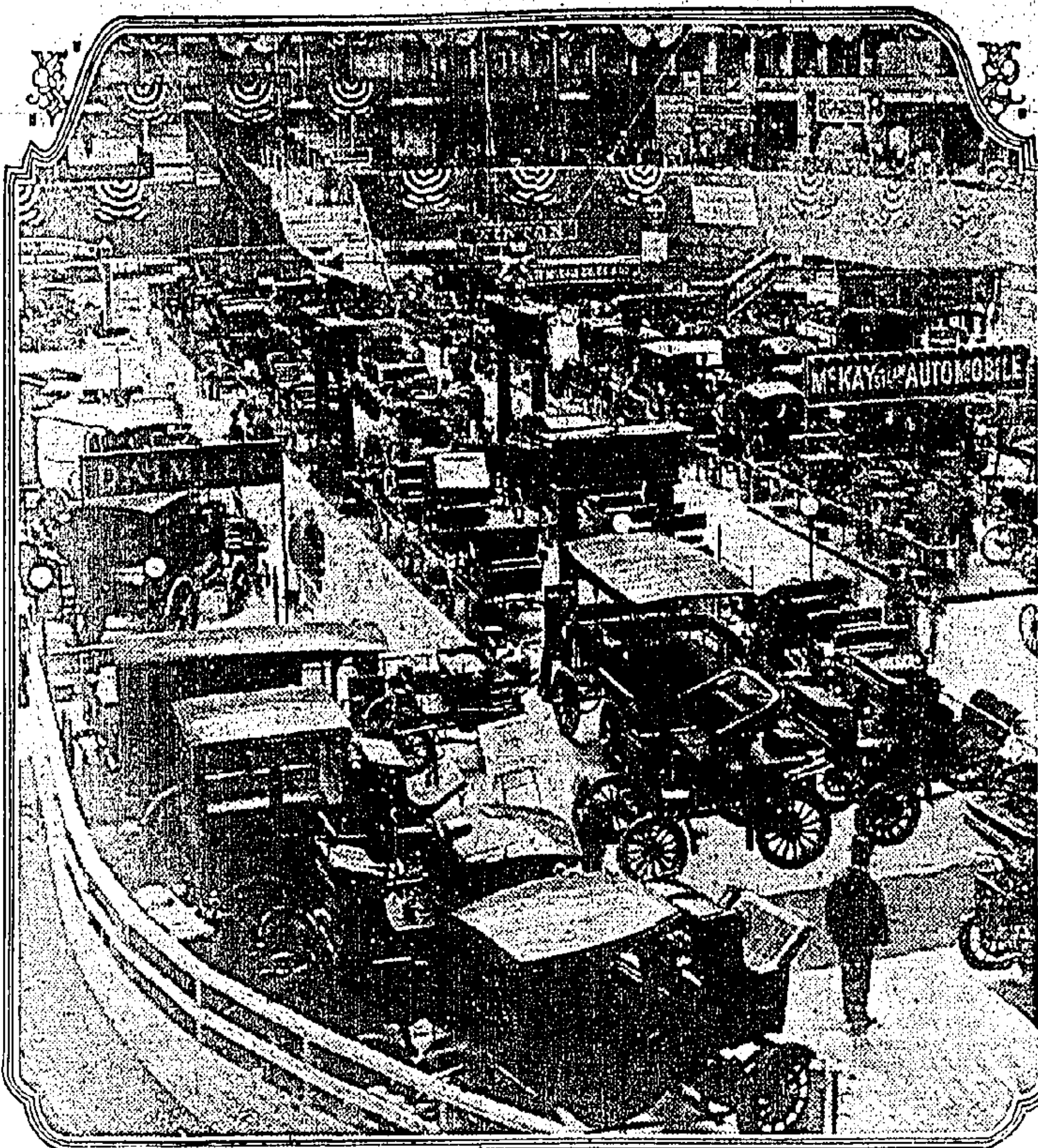
Bus line development has been so rapid in Denmark that the Danish parliament has recommended that 34 of 40 railroad projects formerly approved by the parliament be abandoned and the construction be made provisional in the case of three others.

RECORDS NOW OFFICIAL.

All American automobile racing records will receive world recognition hereafter as a result of the decision of the International Association of Recognition Automobile Clubs to admit the American Automobile Association to membership.

FORERUNNERS THAT SOMETIMES RAN.

Special Article to The Hongkong Telegraph by Paul Harrison.



A glimpse of the first Automobile Show ever held in the world. It took place at the old Madison Square Garden, New York City, 27 years ago.

New York, Jan. 7th.—Twenty-seven years ago, when the first automobile show in the world was held at old Madison Square Garden, engineers looked at the carriages that should not have been horseless and said, "We've got a long way to go."

With the opening of New York's 1927 motor show, engineers surveyed the rows of motorized monarchs that have all but banished the horse, and said: "We're almost there."

For, in the past year, there have been few developments in the automotive world. In fact, about the latest things on motor cars are the payments.

Not that individual makes have not changed. But each manufacturer's "new idea" seems to be only an adaptation of some other manufacturer's old idea that proved impracticable for his type of car.

Nevertheless, it's the greatest show on earth. At least it is the largest exhibition of the world's greatest industry. There are 307—count them—passenger cars and trucks. There are 4,562—don't try to count them—accessories. When there's a motor car for every purse and purpose there still will be new accessories for every motor car.

There lie the greatest changes of the past year—in accoutrements and refinements of line. Riding comfort, ease of handling, beauty, and conveniences that show up so slightly and cost so much are being stressed above all else. Manufacturers quite frankly are catering to feminine taste. They know full well that the car with seven vanity cases will sell better than the car with seven main bearings.

Mrs. Prospect makes the decision; Mr. Prospect makes the payments. It's a short haul from motordom to martyrdom.

Now about all that mysterious mechanism under the hood. It's just as complicated as ever, for while some parts have been simplified, now motor accessories have been added. There are oil, gas and air strainers, humidifiers, intensioners, new manifolds, harmonic balancers and whatever else one can think of.

Cranks are larger; piston displacement is smaller. European manufacturers and our builders of racing cars have been blazing trails in passenger car constructions, for small, high-speed, high-compression motors are growing in favour.

The L-head motor, an old idea of recent development, appears in several of the medium-priced makes. A really new idea, found on one of the highway greyhounds, is a cam-shaft that operates directly—with no tappets, rockers or push-rods. It extends along the cylinder head and the cams rotate on the tops of the valves.

In transmission of power there

are two new developments for passenger cars. One is the 4-speed gear shift, long used on trucks and buses. By next March it will be standard equipment on three 8-cylinder models of a popular make. Advantages are that it allows easier handling in traffic, less abuse of the motor, lower fuel consumption and greater speed on easy pulls.

The other new departure in transmission is a worm drive on the rear axle. This, too, has been used on trucks, but only because of the ratio reducing quality. In the passenger car, however, it permits a much smaller differential housing and consequently a lowering of the entire car. Two makes adopting it have greatly lowered the centre of gravity without decreasing clearance.

But regardless of worm-driven transmissions, nearly all 1927 models are snuggling closer to the ground. Motor cars have taken a long time to get away from the pompous perpendicularity of the hansom cab. Some of the European types now are only 67 inches in height.

Last year, four out of every five automobiles sold were closed models. But the motoring public tired of confinement in glass cages and seized with eagerness upon the first convertible style that was offered. Now many manufacturers are building the closed two and four-passenger cars so that the top may be folded back and the sides lowered.

Bodies and motors, as well as passengers themselves, will be benefitted by the attention paid to shock and vibration absorption. Some motors are mounted on rubber cushions to prevent transmission of vibration to the frame. Longer and more flexible spring aid in correcting unpleasant motions.

Four-wheel brakes are found on several of the smaller cars which heretofore have not been considered heavy enough to need them. Small wheel diameters and larger brake drums also give more positive action. The vacuum-operated brakes require only a touch of the pedal.

Lighting still remains a problem. Dimming lights is recognized as a dangerous expedient because the eyes of the driver do not adjust themselves quickly enough to the sudden change in intensity. A new type of headlamp at the show is large in diameter and flattened into a wide hyperbole.

Radiator ornaments take the form of anything from a miniature lighthouse to a nickel-plated young lady dashing somewhere for her clothes.

Probably every model in the show this year boasts some refinement in body styles, but few of these changes are evident. Lines are just a bit smoother, hoods a little higher, tops a bit lower. One fabric body has at-

tracted attention, both for its unusual appearance and lightness of weight.

Colours are a riot. Plain black among the show cars is an exception. Designers, approaching a mechanical millenium, gleefully discovered new chromatic possibilities. The result is a phantasmagoria of oriole red, Egyptian red, burning bush orange, eot brown, channel green, mallard green, ocean blue,

BRUSSELS MOTOR SHOW.

Predominance Of Small Car.

The most striking fact about the Brussels Automobile Exhibition was the predominance of the small car. If there were a few cars at 400,000 to 500,000 francs the majority did not exceed 40,000 francs, and there were large numbers of cars at 25,000 to 35,000 francs.

It is interesting to observe how manufacturers have tried to satisfy their customers while at the same time seeking to evade high fiscal charges. Motor taxation has been much increased this year, but the tax is based on horse-power and not on the price of the car. Consequently a luxury car with a low horse-power pays less in tax than an ordinary car with a powerful engine. This system hits trade and industry, which are mostly users of high-powered cars. There is talk of modifying the basis of motor taxation, and a bill has been introduced in the Chamber of Deputies, but it will be months before it will even be discussed in Parliament.

Most makers have taken this carefully into account, and they were mainly showing cars with low horse-power. But it was impossible to modify the engine without at the same time bringing about changes in the chassis and general construction of the car. They have, in the first instance, tried to produce a more silent car by quietening the engine and avoiding vibration. As regards the former, the trend seems to be towards the six-cylinder engine. This type is more complex, and its feeding a more delicate operation than that of the four-cylinder engine previously used, but it works more smoothly and more silently. Besides, the car may

(Continued on Next Column).

blue-jay blue—and so on around the spectrum.

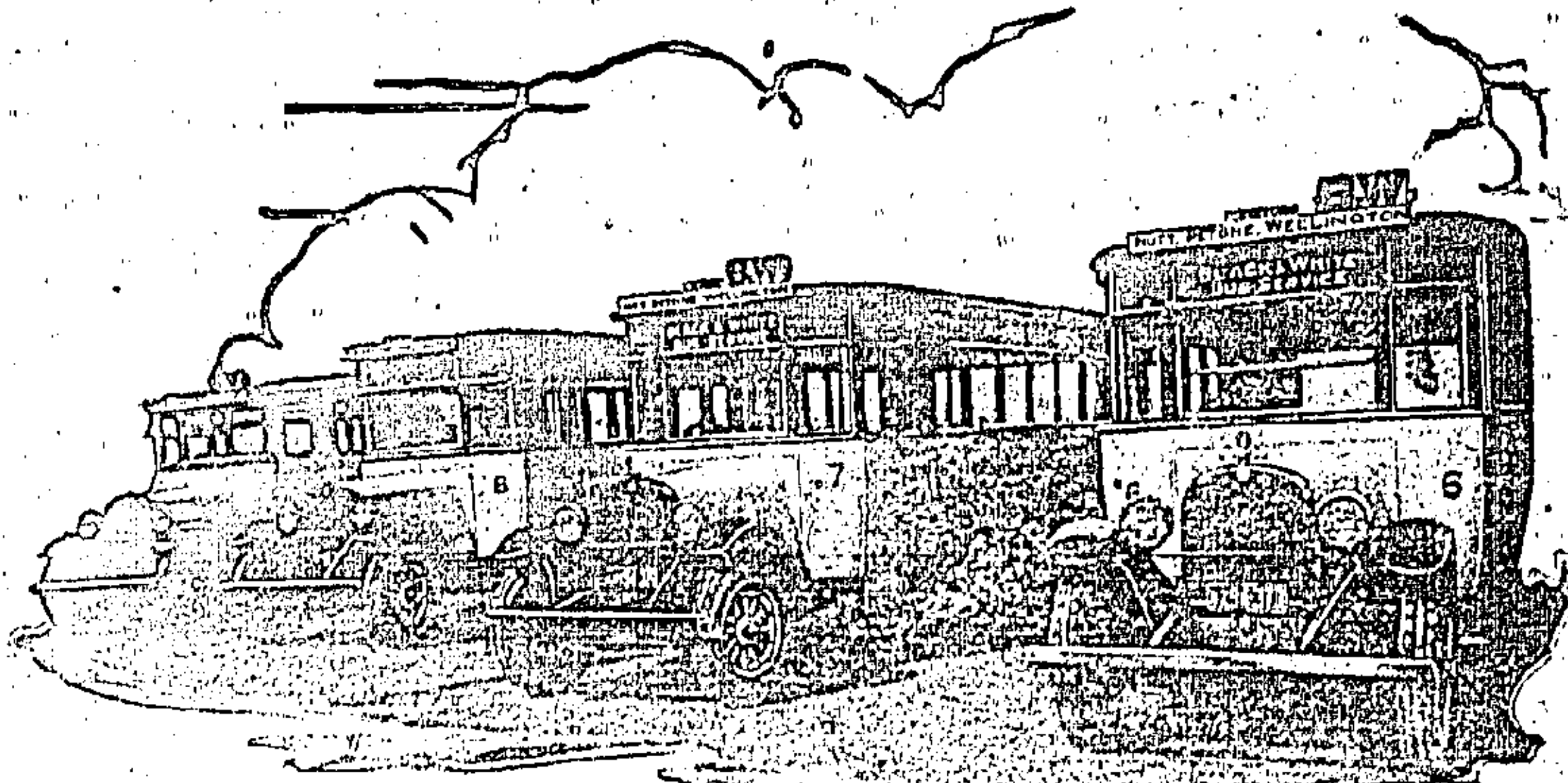
Standardization, competition and imitation have ruined individuality in the automotive world. But those same three forces have made every car a good car.

be started directly, without changing gear. As regards vibration, it is sought to avoid this by the construction of the coachwork in steel and in one piece. Some manufacturers have achieved good results in this direction for cars of five, six, and ten horse-power. There is also a tendency to modify the shape of cars in order to reduce air resistance. The body of the car tends to become longer and thinner at the front and to form one mass without any outstanding projections.

Apart from touring cars and ordinary commercial vehicles, heavy motor-buses and motor lorries were also shown. Among the exhibits there was a 'bus for Leopoldville in the Belgian Congo. There were diagrams of the roadways in the Congo showing existing roads, those under construction, and those projected. In a few years there will be several thousand kilometres of roadways in the Congo, which would appear to be a promising market for Belgian motor-bus manufacturers.

The exhibition was well attended by Belgian as well as foreign exhibitors. Among the latter were, in order of importance, France, Germany, U.S.A., and Italy. The absence of the most important British manufacturers caused some surprise. This is attributed to the exchange. With sterling at 175 francs, British makers would have to show cars at prices not exceeding £150 to £200 in order to compete with numerous firms who are selling neat models at 25,000 to 35,000 francs. But English makers were well represented in the motorcycle and bicycle section, where they were competing with Belgian, German, and French models.

Notwithstanding the efforts of exhibitors, it must be admitted that business was difficult and relatively slight. Money is not so scarce as to make purchases impossible, but people are hesitating. There is no doubt that the increase in taxes and various imposts on cars has affected the motor-car industry. Since the introduction of the new taxes some 65,000 Belgian car owners, of about 35 per cent, have given up their licences. The compulsory closing of cafes, night clubs, and so forth at 1 a.m. has hit the taxi drivers, and fewer of these are now on the roads.



Part of a fleet of Graham Brothers Buses operating out of Wellington, New Zealand

Graham Brothers Buses Predominate Wherever Bus Travel is Possible

An impressive testimonial to the power, dependability and comfort of Graham Brothers Bus chassis is the fact that thousands of them are carrying passengers and luggage in practically every country where motor-bus transport can be used.

The hill sections and the seaports of Java, Sumatra, and the Celebes are connected by them. With them

pilgrims and merchants penetrate every part of India. On the Stations of Australia, throughout New Zealand and over the Andes of Latin America, time is saved and accessibility gained.

Wherever road conditions are difficult and long trips and continuous daily travelling are required, Graham Brothers Buses predominate.

Graham Brothers Trucks, with Dodge Brothers 2-Ton Commercial Cars, meet 91% of all hauling requirements.

1-Ton Chassis G\$1,190; 1½-Ton Chassis G\$1,640; 2-Ton Chassis G\$1,760

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There's Plenty of Room in the Broadway Saloon

A full size seat for full size folk. Something soothing and friendly. Soft, yet supporting. It wants you to stretch, it asks you to lounge. Wide open arms, broad padded back are waiting for you to rest and relax.

OTHER FEATURES:

Panoramic views through wide drop windows. Easy access to all seats through four big doors. A body that neither drums nor rattles. Cellulose paintwork that can be dry cleaned and almost defies neglect. A dignified and substantial appearance. Adjustable front seat and ample head, leg and elbow room in both compartments.

Ex Works. £375. ALL BRITISH.

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(The Hongkong & Shanghai Hotels, Ltd.)

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DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars.....\$15.00 per month or \$1.00 a day
Motor Cycles.....\$ 7.50

THE CENTRAL MOTOR GARAGE
Old Fire Station Building, Das Vœux Road.
Telephones C. 2196 and 4821.

DRIVER'S TEST.

Viscount Curzon's Views.

More than one hundred thousand street accidents are now caused by vehicles every year in England and this number increases by over 15,000 annually. Nor is this increase steady; it grows larger by 2,000 cases every year.

But by sane legislation and careful avoidance of panic measures the risks of the road could be greatly lessened and the number of accidents reduced.

Every applicant for a driving licence should be required to pass some form of test. This need not be expensive. The Safety First Council already publishes a small booklet which is issued to any applicant for a driving licence, and I see no reason why the licensing authorities should not ask half-a-dozen questions—taken at random from the book—before granting a driving licence. This would ensure in prospective drivers a certain knowledge of the rules and customs of the road which they might otherwise acquire only by future—possibly bitter—experience.

While there is a common tendency in the case of any accident involving a motor and a pedestrian to put the whole blame on the driver, this view is not shared altogether by those whose duty it is to inquire into such accidents. In my opinion we shall not get a real improvement until, by legislation or administration, it is provided that every user of the highway is equally responsible for his

conduct while using it.

It seems to me that the frequency of mishaps is largely due to the fact that the great number of inexperienced drivers who are on the roads to-day have already quite as many complications to think about as they can cope with; so that any new rules made must simplify the over-elaborate and muddling precautions now in force.

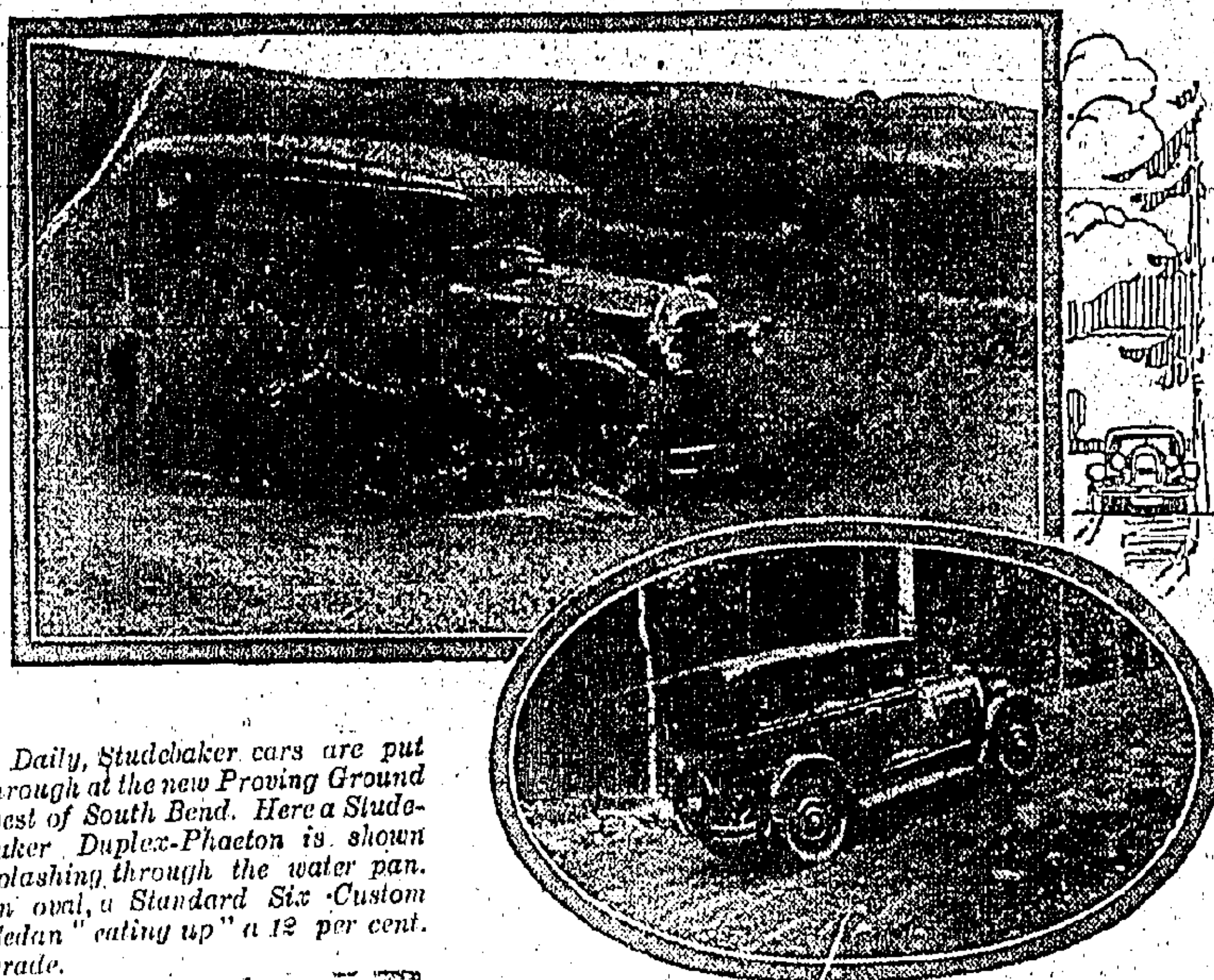
A frequent suggestion—which has even received the blessing of the Automobile Association—is that vehicles at cross-roads should always give way to other vehicles approaching from their righthand side. This, to my mind, is a hopeless complication. Though it sounds simple enough, yet, if you imagine it applied to London traffic—or to that of any busy city—its impossibility, is at once apparent.

Instead of introducing this artificial measure, why should we not adhere to one of our oldest highway customs?

It has been handed down to us for very many years that, in any case of doubt, traffic on side roads should give way to traffic on mainroads. This custom is pretty generally observed throughout the length and breadth of the country—doubtless because it is common sense, without any law to support it—though I think it has been upheld in Scottish courts.

All that seems necessary in order to avoid, as far as possible, complications in cross-road traffic in this country is the completion of the classification of the roads. When this is done I can see no reason why the existing warning signs cannot have added to them a letter denoting the class of road being used.

WHERE STUDEBAKER CARS ARE TESTED.



Daily, Studebaker cars are put through at the new Proving Ground west of South Bend. Here a Studebaker Duplex-Phaeton is shown splashing through the water pan. In oval, a Standard Six Custom Sedan "cutting up" a 12 per cent grade.

South bend, Ind.—Twelve miles west of South Bend on the Lincoln Highway a picturesque ridge rises above fertile farm lands—reminders of early glaciers. Densely wooded with stately oaks and maples, it might seem to be a natural playground, yet it is, in effect, a veritable galley rack where modern automotive science piles its whip of strain and stress to test the mettle of its products. It is the Studebaker Proving Ground, in which \$1,000,000 has been invested.

There skilled engineers subject Studebaker cars to searching tests. Here in endless session they prove Studebaker design and stamina under actual driving conditions, pursuing the Studebaker tradition of making good with the public by continually making better in the plant.

The instruments by which the Studebaker engineers probe into the secrets of performance are many and varied. Encompassing the west half of the Proving Ground is a three-mile stretch of varying road conditions. A straightway over smooth gravel represents the average well-maintained highway. Here Studebaker cars are put through a full routine of diversified tests of engine efficiency, acceleration, braking, driving ease, economy, etc.

Another section of the tract is

given over to "hard going" a long section of rutted, mud road which tests body, frame and springs. At brisk speed this stretch of "grief" subjects the car to strains which exaggerate most driving conditions of ordinary experience. Farther, a stretch of deep, shifting sand measures the tractive efficiency and pulling power.

A 250-foot roadway, depressed and with concrete walls, may be filled with water to any depth required. Studebaker cars plunge through this trough to show Studebaker observers how the ignition system reacts to a good soaking, whether the carburetor chokes with water, if the engine will sputter and miss, how the brakes are affected—and many other questions which affect dependable, positive operation.

Back at the Studebaker factories 1,200 inspectors make 96,000 inspections on the three models of Studebaker cars during manufacture. Yet models are taken from each day's production and brought to the outdoor laboratory to prove the finished product is right. Driven leisurely until properly broken in, these cars are subjected to the hardships of the hillroad. It is undoubtedly true that no owner will ever impose on his car the succession of gruelling tests which these Studebakers must confront on this Proving Ground.

TRAPPING FOR BRAKES.

Police "Stunt."

By Capt. E. de Normandie, in *The Daily Chronicle*.

I encountered a new police stunt the other day which has given me "furiously to think." I was approaching London from the south, and, I fear, materially exceeding the speed limit on a nice wide deserted stretch of road.

When two policemen suddenly appeared with outstretched arms I thought my "number was up"—or, rather, was going to, be down in their notebooks.

The road was rather skiddy, but with vacuum-operated four-wheel brakes I stopped comfortably before reaching them—and waited for the next move.

It was then that I got my great surprise. "It's all right, sir," said Mr. Constable, "you can go along now."

Torn between the desire to make good my escape and to probe mystery, I eventually decided on the latter course. As innocently as possible, therefore, I said, "I was afraid you were going to accuse me of exceeding the speed limit."

THE "SNAG." The policeman's smile was eloquent. "Not much doubt about the speed, sir, but with brakes like that there's not much danger either."

"I went—and I thought." Here was common-sense treatment to a technical motoring offence—rare and refreshing fruit.

The only snag I could see was the greasy state of the road and the possibility of an inexperienced driver with a "skiddy" car being similarly signalled at very short notice, which might result in an accident.

Otherwise it seemed a very much more sane and useful trap than the usual type.

TRUCK DISTRIBUTION.

Farmers as an industrial class are the largest users of motor trucks, according to a survey made in the United States during the past year. Second to the farmers is the industry of groceries and food products.

LARGE TRUCK OUTPUT.

There were more than 530,000 trucks and buses produced in the United States during 1926. This is compared with an output of 497,432 in 1925.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

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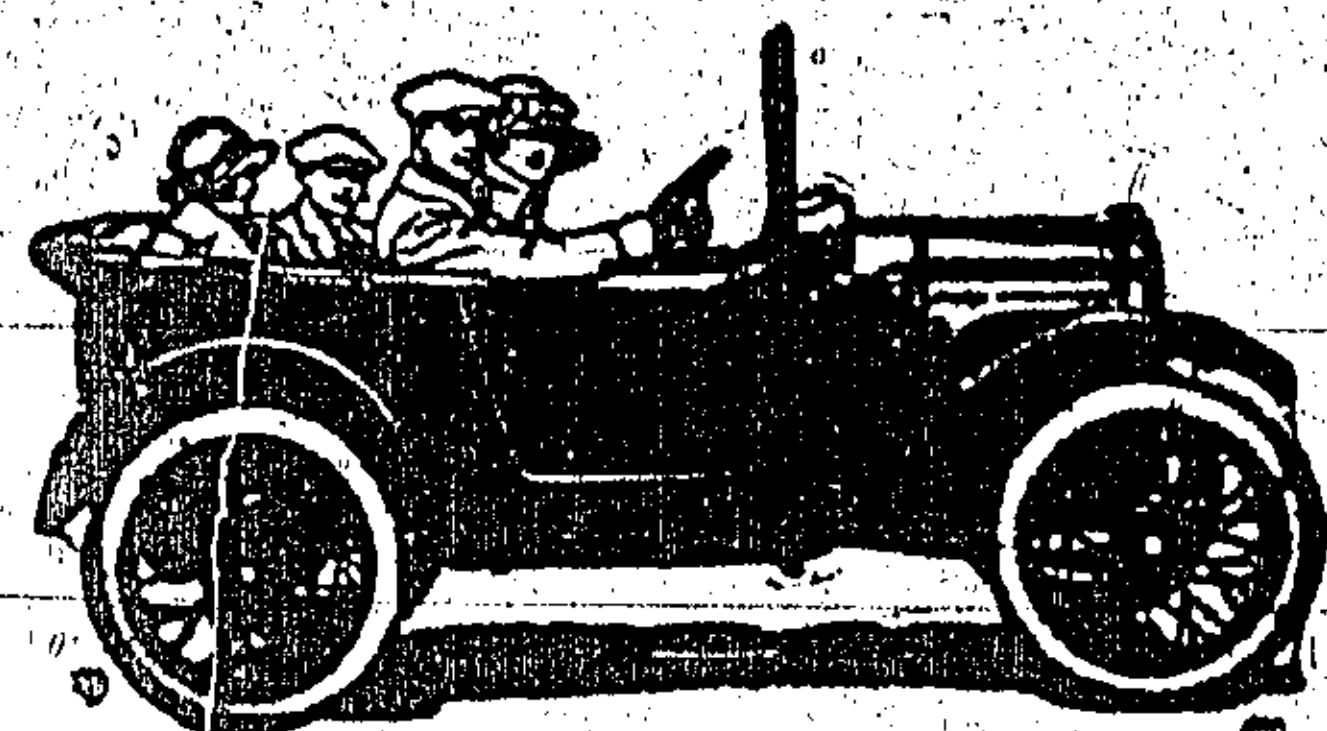
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Free Mechanical Advice
Associate Membership of the R. A. C. and A. A. Zenden.

All Communications for Membership etc. to

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Hon. Secretary,

P. O. Box 116.

GET YOUR 1927 AUSTIN SEVEN NOW FOR 25% DOWN



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The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.

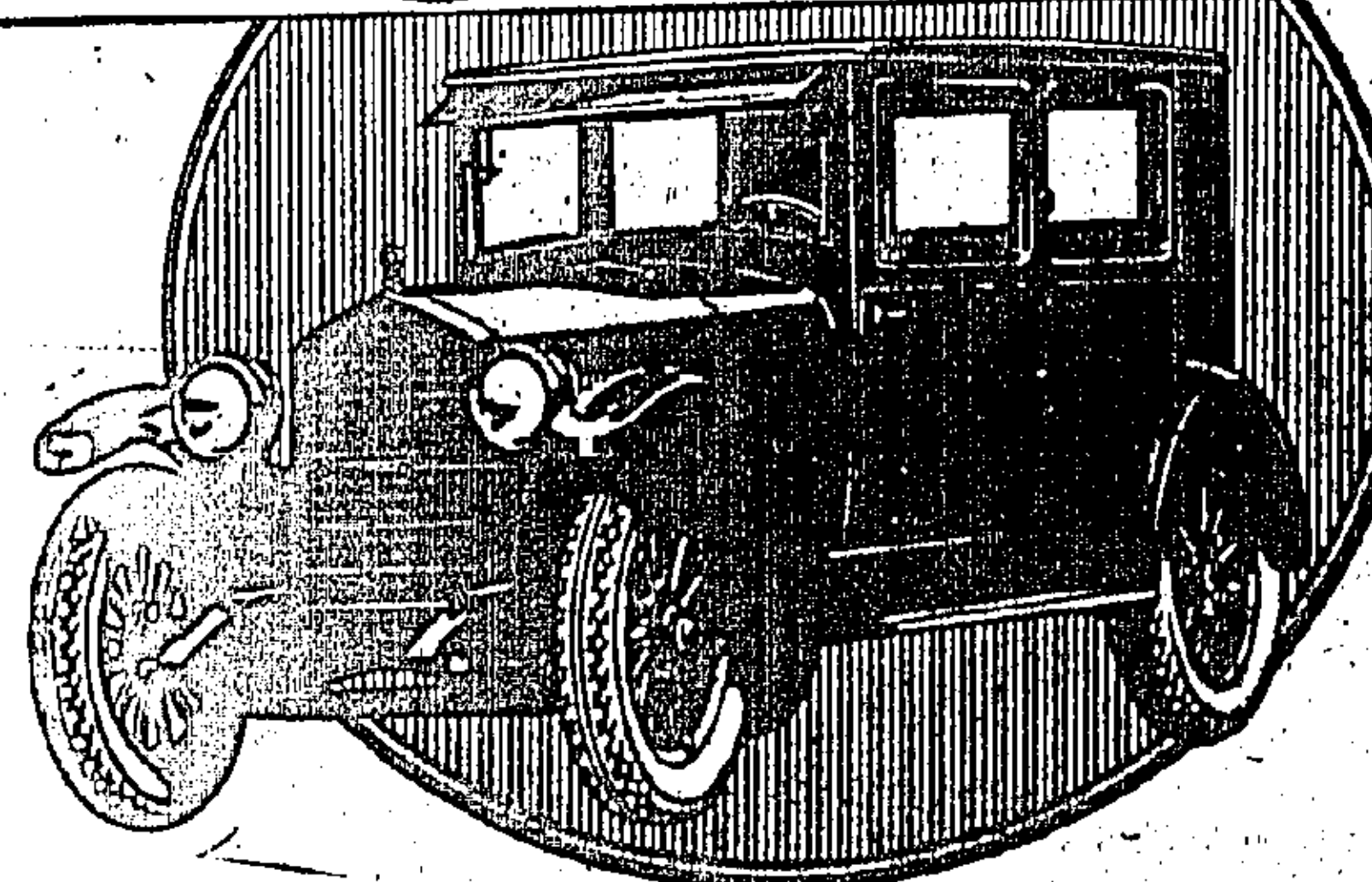
\$36,000,000 LAWSUIT IN THE UNITED STATES.



A battle of lawyers, with \$36,000,000 as the stake, is in progress at Detroit, where the government is trying to collect that sum from the former Ford Motor Co. stockholders as back taxes, and some of the finest legal minds in the country are engaged. This shows the opening session. Grouped together are defense attorneys: left to right, Joseph E. Davies and Sidney T. Miller, attorneys for the Dodge interests, and John W. Davis, former Democratic candidate for president, representing the interests of David Gray, Paul Gray and the Philip Gray estate. Inset is Alexander W. Gregg, the 27-year-old government lawyer, who is matching wits with these giants of the bar.

ESSEX "6" COACH

G\$1,250.



Closed Car Comforts for All Year Service

Combined with the supreme advantage of the Super-Six principle, the largest production of 6-cylinder cars in the world makes this quality, price and value exclusive to Essex.

Only among far higher priced cars will you find comparison for Essex performance, its long-lived reliability and riding ease. At little more than the cost of low-priced "Fours" the Coach gives all closed car comforts, with the advantages of the "Six" not found in any "Four." And equally important,

you get the famous Super-Six advantages over every rival "Six."

That means not only a motor design that has long held foremost place among "Sixes" but the same precision standards in every chassis detail that time and use have tested in the service of nearly 800,000 users. Its first cost economy is continued in exceptionally low operation and maintenance cost. The materials used and the way it is built insure lasting enjoyment of those brilliant qualities that delight you on your first ride.

ESSEX TOURING G\$1,200.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,

LIMITED

33 WONG NEI CHUNG ROAD HAPPY VALLEY

MIXED GRILL

A Merry Miscellany
Ashley Sterne

How are your New Year Resolutions getting on, messmates o' mine? Are they still with you, or have they already folded up their pants like the Arabs and as silently trickled off? In the latter event it is not for me to judge you harshly, for I know from personal experience that sometimes we fail to fulfill our good resolves through circumstances over which we have no control. The present scribe, when a dear little boy in a perfectly sweet little Lord Fauntleroy suit, beneath which lurked a heart of Machiavellian guile, once resolved to put a penny a week in the missionary box. He conscientiously kept this up for several weeks, dropping his penny into the box regularly every Saturday night after he had said his prayers . . . until one day the collector from the gas company called and discovered that the lock of the slot-meter was broken. As Robbie Burns so truthfully remarked:

The best-laid schemes the giffie gie us
Gang aft agley as iters see us.

A petrified goose, estimated to be about 3,000 years old, has been found in a cave in France. By a curious coincidence, I found a part of one, possessing precisely similar characteristics, on a plate in a city restaurant at Christmas-time.

By the clinical thermometer of Zeno! but these doctor-fellers are crying "Have at you!" once again. Some section or other of the community always seem to be getting their goat. A few weeks ago it was the folks who stooped over their office work and contracted concave chests and convex tummies. Now it's the motorists, whose locomotive muscles, say the docs, are becoming atrophied from disuse. Anyway,



they are commenting adversely on the motorist who paces his car in preference to his legs on the slightest possible pretext—even for so trifling a job as to return next-door's garden-shears he borrowed. Hence they predict that the future progeny of the hopeless and confirmed motorist will be afflicted with "soft and flabby constitutions." Never mind, Brothers of the Spanner and Sparking-Plug! Think of what a lot of fun our soft and flabby progeny will derive from asking one another if they've joined the Custard Club!

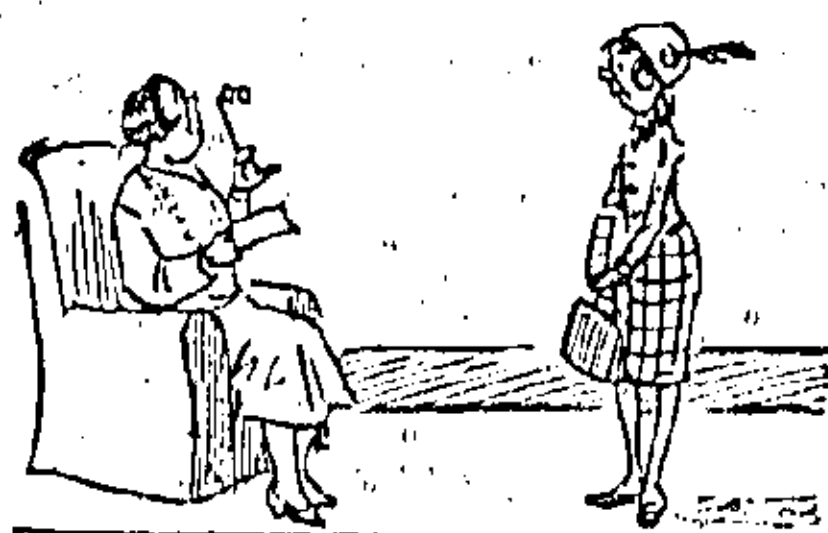
Which reminds me that my eminent friend, Dr. Bulkley Stodger, lecturer in dietetics at Yell University, Connecticut, has sent me a sample of his new cure for obesity, "skinnilene." He claims for it that it will not only remove superabundant adipose tissue from the human frame, but will even take the fat out of streaky bacon. So far so good. But I hope Doctor Stodger will not be content just to rest on the laurels which grateful patients (and no doubt grateful rashers too) have flung at him. I should like him to experiment further until he can find some substance which will remove all the fat from the roles of some of our pantomime "comedians" (so called.) Most of their fat is as en-

during as other more notable relics of Ancient Greece.

Says a writer in a woman's paper: "A sensible housewife does not judge a maid by appearances." No; and for the following very cogent reason: Some people make a habit most uncharitably vile. Of judging others characters just by their facial mould. Forgetful of the fact that there is many an ugly dial That's frequently accompanied by a heart of solid gold.

Let me quote a single instance of such cruel and heartless guilt: I myself sustained an accident at footor when at school. That crushed my frontal bones and bent my brow back on the tilt; Yet folks assume I have the sloping forehead of the fool!

But, housewives all, no wonder you refrain from judgement base, When Susan Jane, the parlour-maid, or Mary Ann, the cook,



Takes service in your household; you can't judge her by her face, For she's never with you long enough to give you time to look!

In order not to forget to portray the slow movements of an aged and infirm man in the opening scenes of the new "Faust" film, Herr Ekman, who plays the titled role, weighted his wrists and ankles with leaden bracelets. It seems to me that some of our revue beauty-choristers, in order not to forget to reproduce the agile movements of young and sprightly maidens, might as aptly attach balloons to their arms and legs.

So great has been the success of the Community-Singing concerts in London and the provinces that I am thinking of trying the experiment of Organising a Community-Silence concert by way of contrast. My idea is to take the Albert Hall or Olympia, and fill it with people who are in search of profound quiet. We shall all sit on cotton-wool, soft soap, or mashed potatoes—something awfully soft anyway—and Mr. Gibson Young will come on to the platform and drop pins, or make a silence like a mouse. I shall of course make arrangements with the B.E.C. to broadcast the silence, so that the workers employed in boiler factories and blacksmith's forges, and those engaged in blasting operations may participate in this great boom which I propose to confer upon the row-ridden Londoner.

I have just received a huge cable from Professor Barmion Crumpett, wherein he tells me that he spent an entire day perambulating Bombay in his search for a snake-charmer willing to instruct him in the mysteries of the art. But the individual who appeared to the Professor's myopic vision to look in the least like a snake-charmer turned out upon investigation to be merely a street vendor of strings of sausages. But not before old Crumpett had bought up his entire stock in the belief that he was purchasing *cort sumps*, or *cogras*. His intention was, he says, to take the snakes back with him to the Smug Hotel, and keep them in his bedroom for the purpose of private practice. I can see the Professor becoming awfully popular if he isn't jolly careful.

TOLL OF THE WAR.

90 PEERAGES MAY BECOME EXTINCT.

Over 90 existing peerages and nearly 200 baronetcies bid fair to become extinct.

This is one of the facts contained in the new "Debrett's Peerage" a volume of 3,340 pages. Out of some 780 peerages, more than 300 have at the moment no heir at all to succeed to the peerage, or only an heir-presumptive.

In the baronetage there are some 1,200 baronets, of whom 550 are in a similar position. In

many cases the war is responsible; hereditary dignities have also been affected as to their descent by reason of casualties.

Honours conferred between December 1, 1925, November 30, 1926, irrespective of such as are below the rank of M.V.O. (4th class), number nearly 400. In addition, one earl (the Earl of Reading) was raised to a marquessate, four barons to viscountcies, while one baron of Irish creation has received a barony of the United Kingdom.

Lancs. and Cheshire Miners' Federation's new president is Mr. Stephen Walsh M.P.

THE "RED RIDING HOOD" PANTOMIME.



At top are seen the Orchid Ballet (Miss Daisy O'Keefe and her pupils) in the recent "Red Riding Hood" pantomime; whilst below are some of the leading characters who also figured in the programme. (Photos by Tanaka Studio).

SO THIS IS CHINA.

JACK TAR ASHORE.

Time, Wednesday afternoon. Scene, a Happy Valley-bound tramcar. Cold and drizzling, but atmosphere charged with expectancy of a Hanksign agreement. Party of bluejackets boarding car at Naval Yard Gate.

First Tar:—Heard the news, Billy? What's his name has signed.

Second Tar:—Good. It's dirty weather we shall meet up there.

Third Tar:—And we get no mention in dispatches for it, Jock.

Jock (who had been reading the news about Mr. Chen, and was "still at sea")—Yes, the elements are not taken into consideration.

Appreciative chorus from shipmates:—*Woe-yah, Jock! Woe-yah!*

First Tar (as Billy gives fare to coin. It's more than a penny. Twenty cents is a shilling, you know).

Billy:—Can't remember them. It is like counting how many yards make a perch or rod, or something, Billy.

Billy:—Look out for the place. Where are we now? Have we got to it?

Second Tar:—I dunno. Jock (who still thinks of Mr. Chen, and jumps up at his shipmate's remark to investigate):—Now, what is the difficulty now?

First Tar (who believes only the evidence of his own eyes):—It is Carolina Hill, or Leighton Road. All I know is that I shall be in Leighton Road when I'm there.

Billy (admirably):—You are an old stager, and yet you have been here only a week.

First Tar:—Not so old. I have not been in all of it. Remember "Where Oriental Lights are Gleaming."

And the party proceeded to hum "Hongkong" as the car proceeded to the destination!

FARMERS DISAGREE.

INTERESTING AMERICAN SITUATION.

Washington, Feb. 18.

An interesting situation has been created as the result of the House of Representatives passing the Farm Relief Bill, which has caused the liveliest controversy.

The Bill was largely supported by important agricultural interests in the Middle East, but was strongly opposed in the East. President Coolidge and Mr. Mellon were known to disapprove of the measure but the question arises whether President Coolidge can afford to lose the Farmers' vote by vetoing the Bill in the event of his intending to stand for the Presidency next year.—*Reuter's American Service.*

INSPECTOR BOND RETIRING.

A POPULAR WATER POLICE OFFICAL.

The Colony will shortly lose another popular figure, when Inspector E. Bond, of the Water Police, leaves for home on retirement in a fortnight's time, after over twenty years' service here. He received his appointment of Inspector in January, 1924, and of late has been in control at the Water Police Station, a by no means easy post. During his stay in the Colony, Inspector Bond has earned a large measure of popularity, by his tactful handling of matters and his genial personality, and the Colony will lose a popular official and a good friend. We understand that he will depart on March 5th, and that before his departure a number of presentations will be made to him on behalf of his colleagues.

Inspector Bond's place will be taken by Sub-Inspector I. Brown, lately in charge of No. 4. Police launch. Sub-Inspector Brown joined the local Water Police in 1912, and has been here for nearly fifteen years.

CHURCH OF SCOTLAND.

NEW LORD HIGH COMMISSIONER.

London, Feb. 18.

The Earl of Stair has been appointed Lord High Commissioner of the Church of Scotland, in succession to the Earl of Elgin.—*British Wireless.*

[The Earl of Stair, who is the 13th holder of the title, succeeded his father in 1914. He was educated at Harrow and Sandhurst and entered the Scots Guards in 1898. He served in the South African War, whilst for his services in the Great War he was mentioned in despatches and given the D.S.O. He is a Brigadier of the Royal Company of Archers, King's Bodyguard, Scotland, and Deputy Lieutenant of Wigtownshire. From 1906 to 1914 he was M.P. for Wigtownshire.]

Mr. W. Villa Gilbert has resigned the honorary secretaryship of the Institution of Aeronautical Engineers, and Mr. Norman J. Hulbert has been appointed in his place.

ERVEN LUCAS

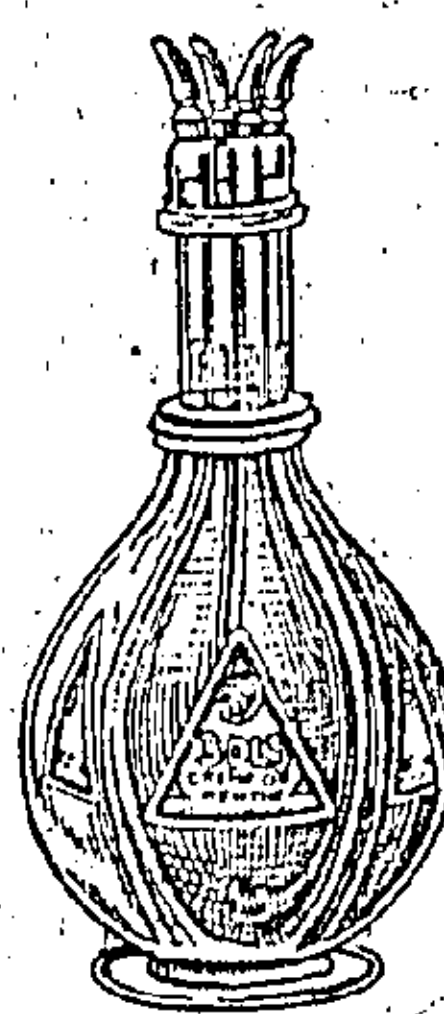
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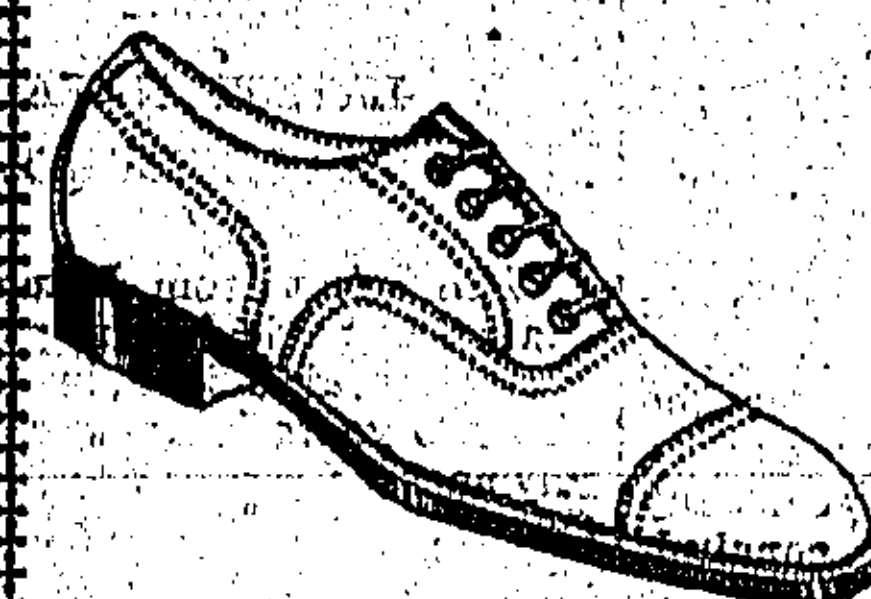
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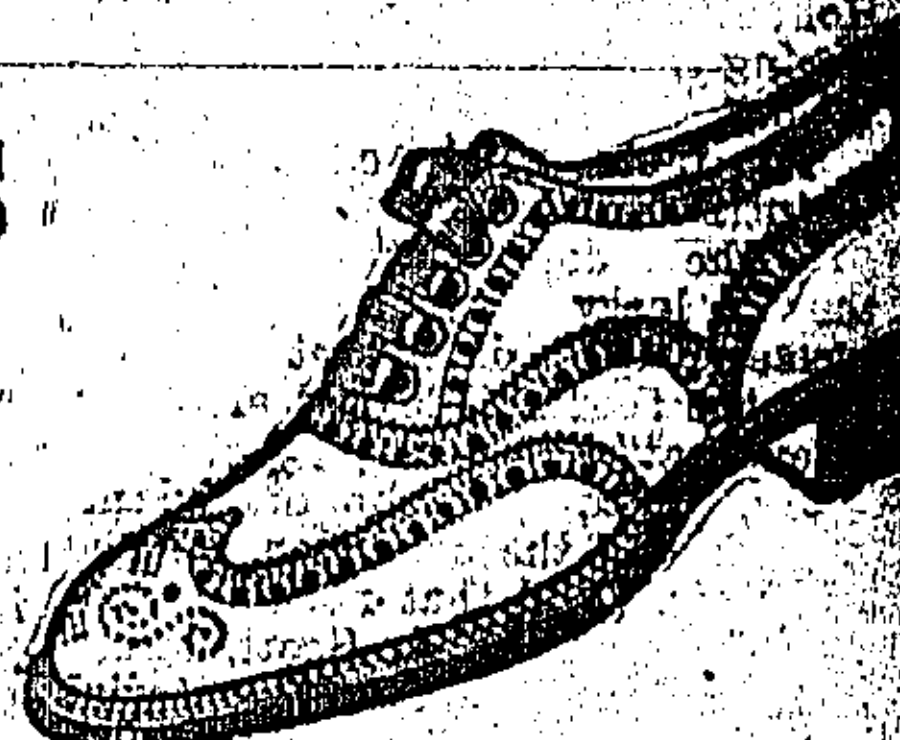
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There is no better Shoe than "Bective." They are made from very superior leathers both as regards Sole and Upper and guaranteed to give complete satisfaction. Priced at \$21.50 they are within reach of every man's purse—you will have forgotten the price paid long before you have worn through the Sole.

Ask for Catalogue from the Sole Agents.

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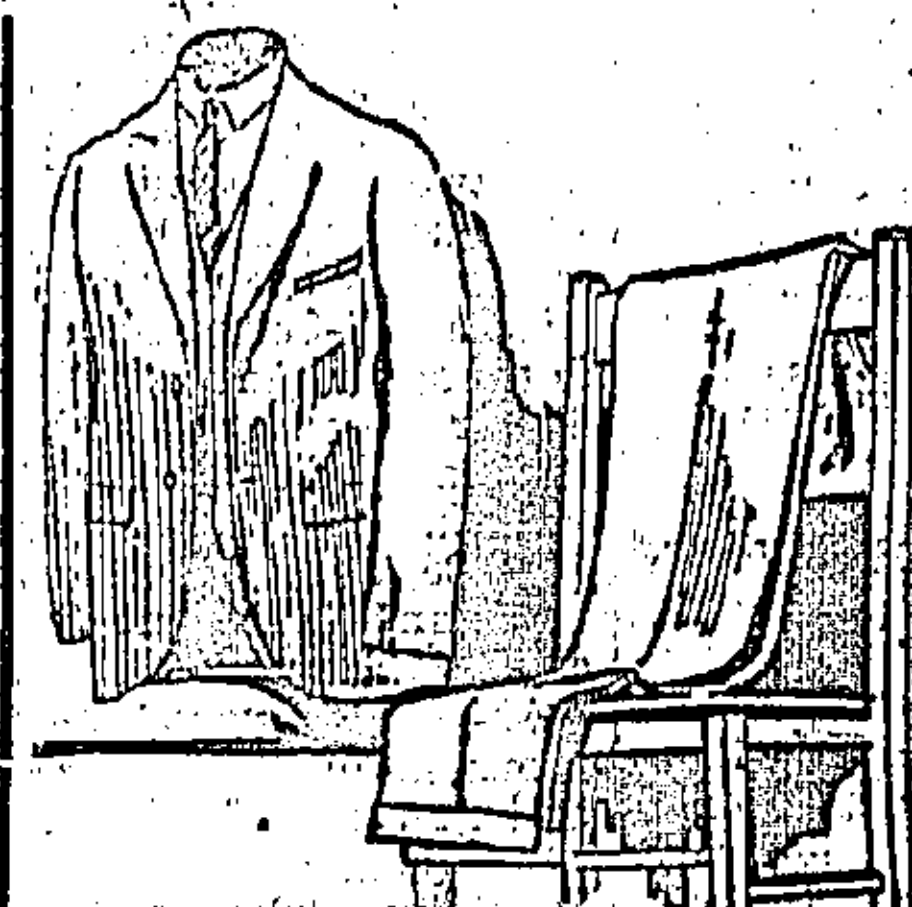
THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE



THAT FRESH L

Can be renewed

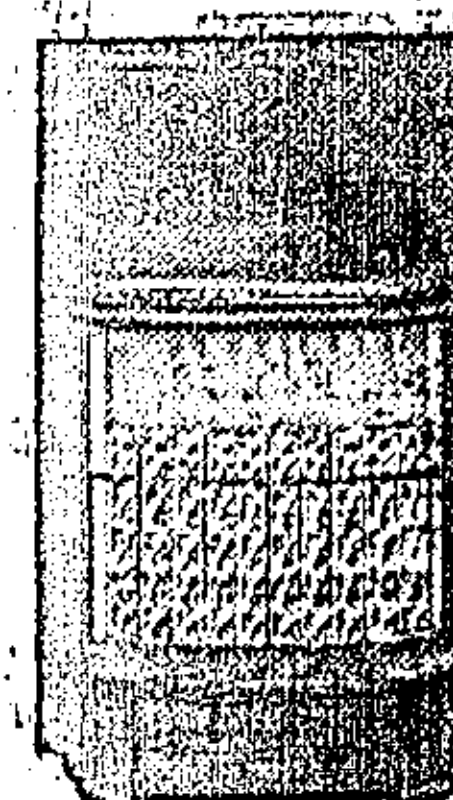
The majority of have a suit or two which have been laid aside because the original "FRESHNESS" departed.

May we bring "FRESHNESS" back

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A.P.E. 11

ROOF THAT LEAKED.

JUDGMENT RESERVED IN "TEXACOAT" CASE.

The Summary Court case in which the Texas Company sues Mr. A. J. Lane, an architect, for the value of goods received was again before Mr. Justice Nihill yesterday afternoon. Evidence was concluded at a previous hearing and His Honour listened to legal argument during the hearing of the case yesterday.

The facts of the case are that plaintiffs supplied "Texacoat" to the defendant to cover the leaky roof of a house. The defendant alleged that the roof still leaked after the "Texacoat" had been put on.

Mr. Vaux, for the defendant, speaking of the condition of the premises, said that nothing had been hidden from Mr. Scott, defendant having given him all material facts concerning the condition of the roof. Mr. Lane had never used "Texacoat" before and considered that the contract had not been fulfilled. He expected the plaintiffs to make a thoroughly satisfactory job of the re-roofing.

Mr. Armstrong, for the plaintiff, said the defendant was hazy about his methods of mentioning the defects of the roof to Mr. Scott and submitted that he had withheld certain material particulars which should have been put within plaintiffs' knowledge. Defendant had written to the Texas Co. stating that water was not coming through in so great a quantity and apparently he had found that "Texacoat" was of some benefit. Mr. Armstrong submitted that plaintiffs were entitled to recover on the work already done.

Judgment was reserved.

PROPERTY SALE.

CHUNG KWOK RESTAURANT SITE WITHDRAWN.

At the China Auction Rooms yesterday, Mr. E. V. M. R. de Sousa put up Sub-section 2 of Section B of Inland Lot No. 834, together with the premises thereon intended to be occupied by the Chung Kwok Restaurant. The property contains an area of 14,652 square feet at an annual Crown rent of \$37.15 for a term of 986 years.

There were only a few persons present when the sale opened at \$450,000. No bids being received the property was withdrawn.

Sale Postponed.

The sale by public auction of Nos. 11 and 12 Pance Avenue, Homuntin, which was to have taken place in Messrs. Lammet Bros., room yesterday, was postponed till next Wednesday at 3 p.m.

LIBERIAN RUBBER.

WILL BREAK "MONOPOLY" IN A DECADE.

Washington, Feb. 18. Mr. Harvey Firestone, after a luncheon with Mr. Coolidge, told the Press that he believed the present British "monopoly" in crude rubber could be broken in a decade as a result of planting a million acres in Liberia. He did not advocate an increase of the area in the Philippines unless the Philippine Legislature permitted foreign corporations to secure long-term leases of land.—*Reuter's American Service.*

CROWN COLONIES.

CONFERENCE OF GOVERNORS TO BE HELD.

London, Feb. 18. The Daily Telegraph says that during the presence in London this summer of a number of Colonial Governors, a formal conference at the Colonial Office for the discussion of various questions affecting the Crown Colonies will be held. A proposal for holding the conference of the Colonial Governors was made early in the year following the Imperial conference which will be discussed.—*British Wireless.*

NICARAGUA.

MORE AMERICAN MARINES SENT.

Washington, Feb. 18. The Navy Department has decided to reinforce the Marines in Nicaragua in order to make a total of 1,600 men on duty there. A transport has been ordered to leave to pick up the reinforcements at various points.—*Reuter's American Service.*

G A Z E T T E .

LATEST NAVAL APPOINTMENT.

With effect from January 14, a change is made in the post of resident naval officer in Shanghai. For two years it has been held by Paymaster-Commander J. M. L. Casack. He is to be succeeded by Paymaster-Commander G. H. Thomson, O.B.E., late of the aircraft carrier Eagle, and formerly a squadron leader in the Royal Air Force. Paymaster-Commander Thomson was Secretary at the Admiralty to Rear-Admiral C. L. Vaughan-Lee when Director of Air Services during the war, and afterwards had considerably service with R.N.A.S. units.

Rear-Admiral Oliver Backhouse has been appointed Admiral Superintendent of Devonport Dockyard, in succession to Rear-Admiral L. C. S. Woolcombe, to date March 3, 1927.

Rear-Admiral L. A. B. Donaldson has been appointed Admiral Superintendent at Portsmouth, in succession to Rear-Admiral B. S. Theiger, to date May 13, 1927.

Jan. 22.—Lieuts. J. de B. Waller, R. S. D. Armour, J. V. Findlay, G. Askew, G. G. Trenchan, J. H. Dale, K. W. Beard, G. C. Couper, and H. B. Hilnick, to Tamar (Jan. 24).

Lieuts. (Flying Officers, R.A.F.).—J. W. M. Healing, N. R. Courthope Monroe, A.N.R. Keene, and J. W. Hawkins, to Tamar and for 442 Flight (Jan. 24); J. H. I. Wood, to Tamar for 443 Flight; T. O. Bulleel, A. M. Pilling, and J. P. M. Robertson, to Tamar for 401 Flight (Jan. 24).

Jan. 24.—Comdr.—V. E. Ward, to Yarmouth (on commg. for troop trip), and to Vindictive (on arrival on station). Lieut. Comdr.—F. B. Hanson, to Victory, or Shikari, in command (Dec. 31, 1926), and C.M. Faube, to Hawkins addl. for disposal and as interpreter in Chinese (Jan. 21). Lieut. St. J. Chonyn, to Yarmouth (on commg. for troop trip), and to Bee (on arrival on station); J. N. K. Knight, to Victory, for Shikari (Dec. 31, 1926).

Payr. Sub-Lieut.—E. A. May, appt. to Froisher cancelled.

Comdr. Gunner.—E. S. Moore and O. N. A. Smith, to Froisher (Jan. 31).

Gunner (T.).—H. M. Mould, to Victory, for Shikari (Dec. 31, 1926). Opportunity is being taken of the passage of the Royal Marine Battalion to China in the a.s. Zealand, which leaves this week, to send out to the Far East a draft of naval officers and men. These are reliefs for personnel in various ships and not an addition to the forces on the station. The draft will proceed under the charge of Lieutenant-Commander Henry Hamilton, who, on arrival, will take command of the gunboat Cricket, last reported at Ichang.

The two-year period of Lieutenant-Commander G. N. W. Boyes in this vessel will expire about March 5. Lieutenant-Commander Hamilton is the son of Admiral Sir Frederick Tower Hamilton, who died during the war as Commander-in-Chief at Rosyth. The son entered Osborne in 1905, became sub-lieutenant in 1913, and lieutenant in 1925, and during the war served in the battleship Collingwood, as second-in-command of the destroyer Torrent, and in command of patrol-boat P 75. His last service appointment was in the Iron Duke in the Mediterranean.

Military.

Lieutenant-Colonel George Carpenter who commands the Marines for China, has of late been serving at the Royal Marine Depot at Deal. He recently completed 30 years' service with the corps. He was awarded the D.S.C. for services during landing operations in the Persian Gulf in 1915. Colonel Carpenter has seen service in China; from 1905 to 1907 he was musketry instructor at Hongkong.

ROYAL TOUR.

DUKE OF YORK PRESENTED WITH WHALE TOOTH.

London, Feb. 18. The Governor of Fiji and the local officials formally welcomed the Duke and Duchess of York on their arrival yesterday, and later the Royal visitors attended a spectacular native reception. The presentation of a tooth of a sperm whale by the nominal Chiefs of the Fijians was followed by native women's ceremonial of welcome.—*British Wireless.*

U. S. TORNADO.

HOUSES DESTROYED IN 20 MILE AREA.

Shreveport, La., Feb. 18. A tornado has swept Paris and Sabine. Ten people were killed and 20 injured. Houses and barns were wrecked in a 20 mile area.—*Reuter's American Service.*

HOSPITAL CASUALTY.

PATIENT WHO JUMPED OVER VERANDA.

At the Magistracy yesterday, before Mr. W. Schofield, an inquest was held on Wong Hong, a patient at the Tung Wah Hospital, who jumped over the verandah of No. 3 ward on January 13 of this year, and died of a fractured skull.

The jury was—Messrs. A. H. Carroll (foreman), K. M. Omar and E. Grosman.

Inspector Spears represented the Police.

Dr. G. H. Thomas, Senior Medical Officer, testified to having admitted deceased on January 10th, and diagnosed the illness as malignant malaria. The patient had chosen native treatment, so the case passed out of his hands.

The doctor said he visited the native-treatment wards only in a supervisory capacity. His responsibility ceased when a patient took native treatment, excepting cases of infectious disease and of medico-legal importance. In the former, he isolated the case and notified the Sanitary Department, and in the latter, he notified the Police, and whenever possible, sent the case to the Government Civil Hospital.

Dr. Ting Yat-ting (the native physician who had attended the deceased) and the ward boy both gave evidence, stating that the deceased felt cold in the mornings and hot and sometimes delirious in the evening.

Mr. Schofield, in summing up, stated that there was no question of manslaughter. He asked the jury to decide whether there was any negligence shown, and to make what recommendations they thought fit.

The verdict was—Accidental death with no blame attached to any one. Recommended that all verandahs should be safeguarded by iron bars to prevent feverish patients from falling over.

GREAT FILM DIRECTOR.

MR. E. A. DUPONT'S SALARY.

Film finance seems to be of unfailing interest to the world in general, but it is a long time since we have had a sensation comparable to that arising out of the statement, that Mr. E. A. Dupont was being paid by British National Pictures, a directorial salary at the rate of £42,000 a year.

I am informed, says a Home writer, that Mr. Dupont has been engaged to supervise production generally at the Elstree Studios, to give advice on the further equipment of these studios, already the best in the world; to train the Elstree staff in the use of the Scheufftan process by which production cost can be reduced from 20 to 30 per cent.; to supply his own original story and scenario for the film "Moulin Rouge" and to direct that picture personally before April 15.

For the period from the end of December to April Mr. Dupont is to be paid £12,000, which, in all the circumstances is a reasonable figure, since Mr. Dupont is one of the three best directors in the world, and will undoubtedly be able to show that pictures of the finest quality can be made in England.

The demonstration of that fact alone more than justifies his engagement, and would make one hope that following the completion of "Moulin Rouge," he may make further films in this country. His engagement by British National has done more than any other event to impress on America the determination of this country to compete seriously in the world's film markets.

SUCCESSFUL FLIGHT.

SIR SAMUEL HOARE RETURNS TO LONDON.

London, Feb. 18. After a 5,500 miles air trip to India, Sir Samuel Hoare reached London last night. Fog prevented the flight from Paris and the Channel was crossed by steamer. Apart from this alteration of plans and despite vicissitudes of weather, including dust, snow and rain storms, fog and desert headwinds, the schedule of flight had been kept without having a forced landing, delay or breakdown and with no need to use a single spare part of any sort for the repair of the aeroplane or any of its three engines.

Sir Samuel Hoare paid a warm tribute to the pilot and navigator. He added that he had always regarded the setting up of an air route to India as a stage on the route to Australia and New Zealand.—*British Wireless.*

COALHEAVER'S HOAX.

H.R.H. PRINCE OF THE KOEPEINICKS.

In romantic and dramatic circumstances Rhineland police recently captured a man who recently carried out the most successful series of impostures known to German history since the days of the "Captain of Koepenick."

The hero of these adventures, who is, as is now known, a coal heaver named Harry Domela, conferred upon himself the alternative titles of "Prince Wilhelm of Prussia," "Baron von Korff," and "Prince of Lieven."

In the first of these impersonations he toured the former principality of Thuringen, and was received and duly honoured in "Court" circles as the eldest son of the ex-Crown Prince.

The Gotha Theatre gave a special performance in his honour. He occupied the Royal box, and after the performance presented the leading actresses with boxes of chocolates inscribed: "From Prince Wilhelm of Prussia."

"State" Banquet.

Local aristocrats entertained him at a "State" banquet, and on succeeding days there was a series of shooting parties and luncheons, to which personalities whose names and titles still figure in the Almanach de Gotha were invited to meet "His Royal Highness."

Requests for payment of hotel bills were lightly waived aside—and "Prince Wilhelm" vanished.

Other successful coups included his admission as Prince of Lieven, a cavalry lieutenant from Potsdam, to the Students' Corps at Heidelberg University.

The students' suspicions were aroused when the "Prince" borrowed money right and left, so they set a little trap for him, and made him drunk, hoping that perhaps he would betray himself. The coalheaver, however, did not get as drunk as the "Prince," so the plot failed.

Counted Out.

At Weimar the coalheaver, once more a Prince of Prussia, sought and found his dupes among sycophants of the former Court. These included the former Court baker, who, with his savings, had purchased the title of Count Arno.

The worthy baker, hugely pleased at this "Royal" recognition, entertained the "Prince" for several days, and as a special mark of favour was allowed to clean with his own hands the princely boots each morning.

Exposure of these and other exploits set the police in motion all over the country. Only recently was their pursuit successful, and only just in time.

Domela, true to his adventurous temperament, had enlisted in the French Foreign Legion, having joined up at one of the regimental headquarters of the French Army of Occupation in the Rhineland.

The Cologne police laid the adventurer by the heels just as he was about to get into the train that was to take him and other Foreign Legion recruits to Metz.

Domela did not turn a hair when arrested. He admitted all his impostures and boasted with special pride of his reception as a Hohenzollern Prince in Gotha.

Red Cross Swindle.

Domela, who is 22, was born in Esthonia of good family, his father having been in the Diplomatic Service.

While quite a youth (says a Central News Cologne wire) he was known to the police for various petty thefts, but he commenced his career as a large scale swindler, it is alleged, two years ago, when he posed in Berlin as the representative of the Baltic Red Cross.

He collected considerable sums, but was eventually arrested and received a short term of imprisonment.

NEW WORLDS.

WATCHERS OF THE MILKY WAY.

Five British amateur astronomers are to co-operate with 300 colleagues all over the globe in discovering and locating new worlds, or suns, as they make their appearance in the Milky Way, says a Berlin message to the Daily Chronicle.

This is a part of a scheme devised by Doctor Archenhold, of the Berlin Observatory.

Dr. Archenhold argues that the Milky Way is the part of the visible heavens where the creation

ELECTRIC FENCE.

MANSLAUGHTER CHARGE AGAINST COLLIERY OWNERS.

The alleged electrocution of a pit lad through coming into contact with the wire fence of a colliery power station during the coal strike has led to a summons for manslaughter against the owners and three engineers.

The case was opened at Bridgend recently, the defendants being Messrs. Cory Bros. and Co., of Cardiff, Thomas Hardee, Temple Davies and Robert Illingworth.

They are also summoned for "setting or causing to be set a man-trap or other engine calculated to destroy human life or inflict grievous bodily harm."

The hearing was adjourned until this morning, when, it was said, Sir Bernard Spilsbury will be called by the prosecution.

The fence was at a colliery at Ogmorfe Vale, and the youth who met his death there on August 24 was Brynmor Edward John.

"Preventing Escape."

Mr. Artemus Jones, K.C., who prosecuted, observed:—

I think the justices will be satisfied that the fence is more accurately described as a barbarous device for catching intruders and preventing their escape.

When defendant Hardee went on duty on August 24, he said, and turned to the log book to read his daily instructions, he found, in Temple Davies's writing, a minute which read:—

Between 5 p.m. and 7 a.m. the engineer on shift is instructed to make live the lines at the rear of the coal bunkers for the purpose of protecting the bunkers against pilfering. The engineer on night shift will see the lines are made dead at 7 o'clock each morning, warn all workmen before the switch is inserted and when the lines are cleared.

John and another lad, who were rattling with some companions, followed their dogs through the fence, and were on the colliery premises when they heard a whistle, which appeared to come from the power-house.

Seeing Hardee, the two lads ran away, John making a dash for the electric wire. Just as Hardee, who was chasing him, got near, John slipped on a corrugated iron sheet near the fence, and fell forward, grabbing one of the wires with his right hand.

People near by saw that when John grabbed the wire he appeared to be driven back with the shock, then to struggle, and finally to collapse on the fence.

Hardee tried to pick up John by his coat, and, although he did not touch the boy's body, he received a slight shock.

George John, the dead boy's brother, who gave evidence, was asked by Sir Edward Marshall Hall (defending) whether his father died of heart disease.—Witness, I don't know.

Had you a cousin who'd dropped down dead at his work?—Yes.

Was that also that disease?—I don't know.

Did one of your uncles die of heart failure?—I don't know.

Shop Assistant's Story.

William Parkhouse, the lad who went with John through the fence, denied that they went there for coal, but he agreed that they did not catch any rats.

An assistant in a shop at Ogmorfe Vale said that in the shop on August 13 he heard Illingworth say to Temple Davies and another man, "I will switch the juice on and let some of these—have it in the neck."

Sir Edward Marshall Hall: I suggest the story about this conversation is a lie?—I say it is the truth.

Dr. W. Grant, of Ogmorfe Vale, said death was due to arrest of the heart's action and possibly of respiration caused by an electric current passing through the body.

"Have you ever known a current of 60 volts 'kill anybody'?" asked Sir Edward. "No," was the reply

(so to speak) of new worlds is most frequent and continuous, because of the presence of gaseous nebulae and because of the frequent collisions of solid bodies resulting in the formation of new celestial bodies.

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Each of the 300 observers, who are scattered throughout the world, has a specific part of the Milky Way allotted for his watch.

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OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, 6th January, 1927.
In the confident anticipation that we shall have a Spring in England this year—although it may not arrive absolutely at the time expected—Madeleine has sketched two delightful little girls' hats; or perhaps it would be more accurate to say, two delightful hats for little girls, it behoves us to put them in the cutest hats we can find.

The first hat is of soft straw, bound with ribbon of the same colour as the swathe, and the particularly chic effect is achieved, as you will see, by drawing the ribbon through a slot at the side of the crown. For a girl of anything from ten to sixteen, this is an ideal fashion, particularly if she is possessed of curly hair. The other is a combination of straw and quilted satin with fruit or flowers at the side, and is of course suitable for any little girl.

There are so many jumpers these days that one is hard put to it to find anything novel, but I think Stephanie has succeeded in the accompanying sketch. It is only a slight touch—but these slight touches make all the difference between the mediocre and the chic. It is the scarf falling down one side, and made of printed crepe de chine, which also adorns the sleeves and the band round the hips. If you try one of these, I think you will like the effect; but remember that the scarf must be slotted underneath the collar, and not "botched" on outside—a thing which is of course obvious to those of you who are very slick with your needle, but one which had to be pointed out with emphasis to me.

Margaret's contribution is a frock suitable for mornings and

afternoons, consisting of fine rep, heavily trimmed with fringe. The neck arrangement is rather novel, and continues, to a certain extent, the idea suggested by the jumper just described. If we are going to have fantastic necks, as particularly emphasised by this drawing, I am of opinion that it will put a great strain upon our shingle, because these necks are not sympathetic to cropped hair; nor, for that matter, are they sympathetic to anything! Doubtless they constitute only a passing phase, however; and in any case, the fringe trimming, which is particularly graceful, can be used with your own choice of neck.

Is That So?

When I first read of the serious illness of Dame Ellen Terry,



I remembered my first journalistic encounter in connection with the great actress. To my everlasting sorrow, it was not a personal encounter, as for some years she has been guarded from extreme publicity by her daughter, Miss Edith Craig; and as an actress she was distinctly "before my time".

It arose out of the fact that some one wrote to a paper and asserted that bobbed hair was by no means a new fashion, inasmuch as Ellen Terry was bobbed when she played "Ophelia". Whereupon someone else immediately entered the lists and said that he or she distinctly remembered seeing Ellen Terry as Ophelia, and she was not bobbed, but wore a wig. The result was that it became my job for the week to settle the matter once and for all before the editor wrote "This correspondence must now cease"—as these autocrats have a way of doing prior to becoming snowed under! I approached Miss Edith Craig, who most kindly and courteously told me all about it. Her mother certainly was bobbed when she played Shakespeare's wonderful heroine, she said, and did not have a wig. Probably the idea that a wig was worn was due to the fact that photographs of the period show a mass of soft, fluffy hair. This hair, however, was Ellen Terry's own, and never again grew beyond her shoulders. Miss Craig pointed out that at the time referred to the word "bobbing" had not been coined, and her mother's hair was merely regarded as short. Everyone is familiar with photographs of the actress, her wonderful face surmounted by a mass of wavy hair, so plentiful and "indefinite" as to any set coiffure that people may be forgiven for starting arguments on the subject.

The Street of Adventure.

Only a few days ago I had a chat with one of the most prominent people in the world of books—from a publishing, not a creative point of view—and he told me that without doubt the literary success



Two becoming little hats described in "over the teacups."

of the year has been Anita Loos! "Gentlemen Prefer Blondes". So that's one to our sex!

Mr. Philip Guedella's "Palmerston," so my informant told me, has been a great success in its own line, as the author has succeeded in making the great statesman live in every line of the book—a notable achievement in the case of biographies.

Then for travel books, our sex is again supposed, according to my dear, impartial gentleman, to "take the palm"—a very appropriate description in view of the fact that he was referring to "The Venture Book" and "The Further Venture Book" by Elinor Mordaunt. These books, both published during the year under review, deal fascinatingly and interestingly with South Sea Islands, particularly the little, lesser known ones.

Other women authors to earn commendation were Sylvia Townsend Warner, writer of a very clever and fantastic novel entitled "Lolly Willowes," and E. Barrington, who is responsible for a study of Byron, entitled "Glorious Apollo". Neither of these books should be missed by discriminating readers; nor should "Hangman's House," by Donn Byrne, an Irishman with a magical and romantic style—than which, need I say more? Admirers of Compton Mackenzie will be glad to know that down on his "tight little island" he is engaged in preparing a romance of considerable length—eight volumes, I believe, which will take two or three years to write. Anyhow, well worth waiting for!

FASHION NOTES.

FROM A PARIS SALON.

Skirts in the two-piece dresses this season are usually gathered, pleated or shirred in front.



A frock with graceful fringes and a new type of collar.

A SEASON OF FLASHING GEMS.

Madame la Mode is in a flashing mood this winter. She has sent forth the word that jewels must be worn lavishly.

Bracelets of brilliant stones are put on the arms so thickly that they look like deep cuffs. Heavy gold chains hang from the wrists. Round the neck hang pearls by the yard, some creamy, some faintly tinted with colour. From the ears hang rings of jewels, long pendants, big solitaire stones. On the fingers are single-stone rings, emeralds, rubies, sapphires! Round the hips are belts of jewels!

The very dress gleams like one big scintillating diamond. Never had Madame la Mode been so generous in her use of jewels for evening dress.

White dresses in satin, in georgette, beaded and sequined, were predominant at New Year and Christmas parties.

They may have trimmings of crystal beads, pearl beads, silver or gold sequins, mother-of-pearl sequins, but the groundwork to them is white. When there are many beads and jewels on a dress flowers are not worn.

A Feather Vogue.

With light-coloured georgette dresses flowers or feathers are used as trimmings. A long ostrich feather may curl across a skirt, another across a bodice, or a group of feathers may be set on a shoulder.

Cock's feathers are also used in the same way as ostrich feathers and flowers. As an instance: On a georgette dress in two shades of mauve may be put a cock's feather ornament in the same two shades. Long feather fringes in soft colours also trim georgette dresses, and feather flowers of all kinds are used at the hip and on the shoulder.

Again, a huge feather fan may be the one ornament on a plain georgette, satin, or lace dress.

White gowns heavily beaded in rhinestones and crystals are conspicuous, wherever smart women gather at evening. Slender lines are followed with flowing motion on the skirt provided by means of fringes or floating panels.

Picture Dresses.

Very fashionable is the picture dress for dancing, and how charming it is! A girl in her first season, a young bride, is at her best when wearing one of the new picture dresses.

These models have skirts of moderate width and length, and they are not crinolined, only faintly stiffened. In plain satin, with one side of the skirt and the bodice embroidered with an immense flower in beads or sequins, how lovely! Pink, white, lavender, blue, with the flower in silver!

The picture dress in grey or black may also be worn by the older women of our day to their advantage. A dress of black satin with a silver, gold, or diamond flower worked on it is charming. Again the dress may be plain and have some old lace on the bodice in fichu or bolero form. There is a model in puce-coloured satin, with old yellow lace round the décolleté. There is another in black velvet and old creamy lace. Madame la Mode is leaning strongly to womanly, graceful fashions once more.

Side Dips.

Many of the new skirts dip at the sides, a fashion which gives the impression of greater length. High-necked and long-sleeved dresses are worn in the day-time almost without exception. The fashion is likely to endure throughout the spring.

The taste of the moment in Paris is all for black in the afternoon. Wherever you go where the



This shows a novel addition to the jumper.

THIS WEEK'S RECIPE.

BAKED CRACKERS & CHEESE.

9 or 10 butter crackers, ¼ lb. Kraft American cheese (rub through grater), ½ cup milk, ¼ teaspoon salt, flour. Split the crackers, if the thick sort are selected, or with a sharp knife cut them into pieces of uniform size. Pour the milk over them and drain it off at once. With the milk, flour, cheese, and salt, make a sauce. Cover with bread crumbs and brown in the oven, or simply reheat without covering with crumbs.

well-dressed and fashionable foregather you will see Parisians wearing black.

Black georgette dresses trimmed with fringe, with fur, under big fur coats of black astrakhan trimmed with grey or white fur. Bright complexions and jewels relieve these dark ensembles from gloom.

FASHIONS, FADS AND FANCIES.

Something new in the way of cosmetic-cases is a box sent over from Paris. Looking just like any ornamental match-box, this is quite small and prettily enamelled, and has a two-fold use. In one side matches are kept, but, in the other, are the most unusual of articles, a row of artificial matches, whose tips have been covered with little lumps of carmine. Thus are aids to smoking, as well as the means of brightening one's lips contained in the same case.

Jade.

Jade will be one of the outstanding colours of the early Spring season. This shade is already well launched in Paris. Small hats of jade felt are among the newest Parisian millinery notes. Jade jewellery is worn a great deal, and those going South for the Winter are including jade hats, frocks, handbags, and shoes in their wardrobes.

Covered.

Very delightful is the little lady, clad in her laces and satins who covers the gaunt telephone. The latest of these ladies is dressed in Marie-Antoinette style, but, instead of a hat over her silvery wig, there is suspended an electric globe, with its silken shade. The effect is far from incongruous, and the conveniently placed light enables one to peruse the telephone directory with ease.

Cigarette Lighters.

Cigarette smoking among women has become so universal that we now find each woman carrying her own lighter. Little lighters of snakeskin with gold dipped tops are among the smart novelties. Lighters shaped like lipsticks and enamelled red are favourites for carrying in the handbag. Still smaller than these are lighters shaped like cigarettes with gold tips and white body portions.

Shading the Light.

Surely, there has never before been such a bewildering maze of

lampshades as we see in the shops to-day. There are lights for the dressing table, wrought of gilded iron or big porcelain flowers with draperies of chiffon and silk flowers. Thick, dark green or black shades are there for the scholar, fitted over solidly-balanced desk lamps. One wall bracket is a black glass lamp, with a golden urn engraved in the centre; a shell of mirrored brass forms an effective background to reflect the light to another, while a big gilded eagle supports two brass cups of light in engraved glass globes.

To-day's Hair Mode.

If you are not shingled, the chances are that you will be coiling your hair just behind the ears, with the ears showing, if they are pretty ones. A jewelled band is the latest of the West End jewellers' devices for adorning the backs of the heads of the unshingled, or the shingled-grown-long. The band, of silver gilt, is studded with a pattern of minute coloured gems, and this band reaches from one tight coil to the other, emphasising the desirable flatness in the nape of the neck.

Fans Again.

Few girls would not be delighted to possess one of the new shields, thrust in a most attractive belt, that are, actually, miniature fans. Such a belt, worn by a smart demoiselle the other day, was quite narrow, under an inch, and made of gold and scarlet leather. When the "knife" was pulled out, it revealed a charming little peacock fan. This belt-fan was worn with a beige faced cloth coat-frock.

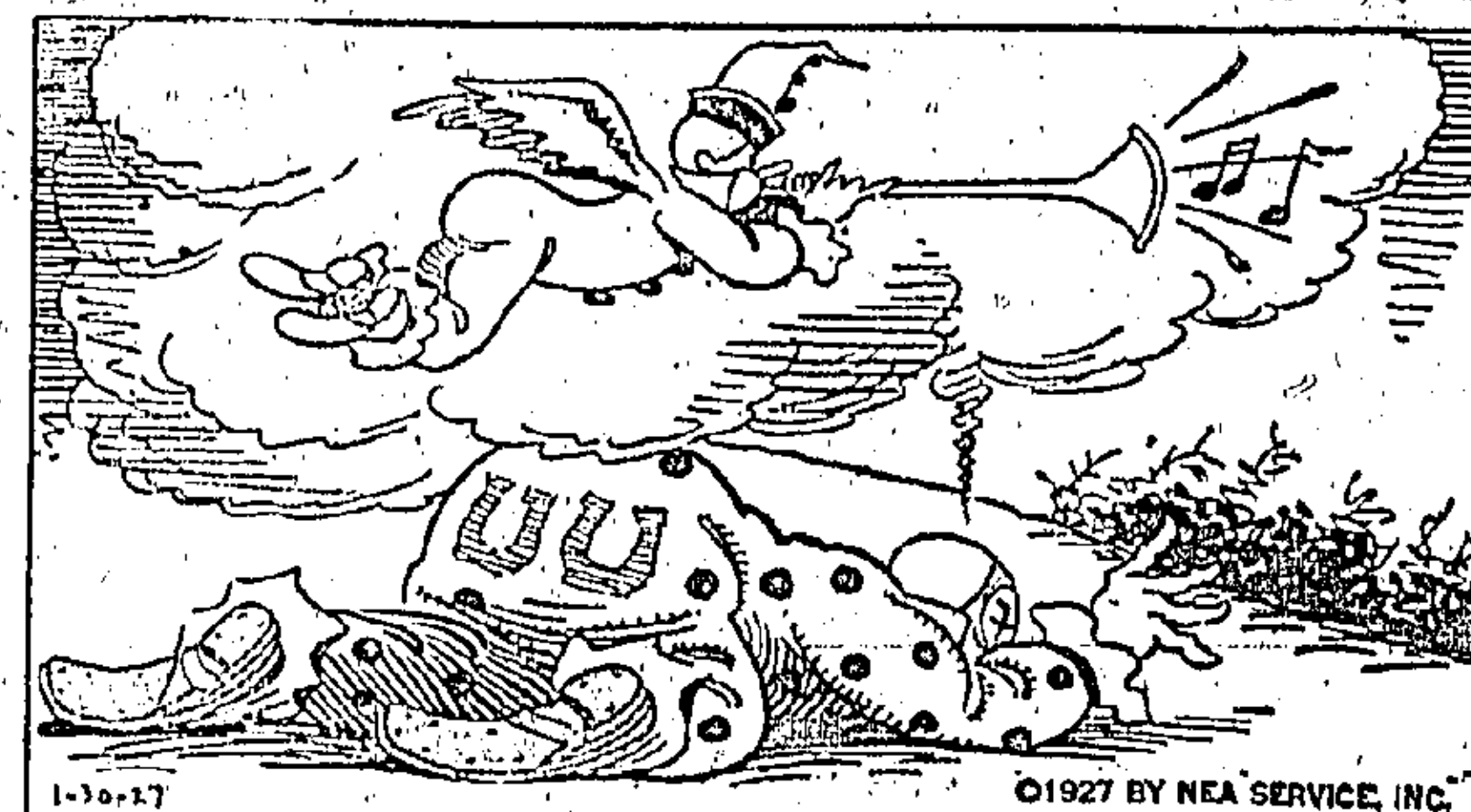
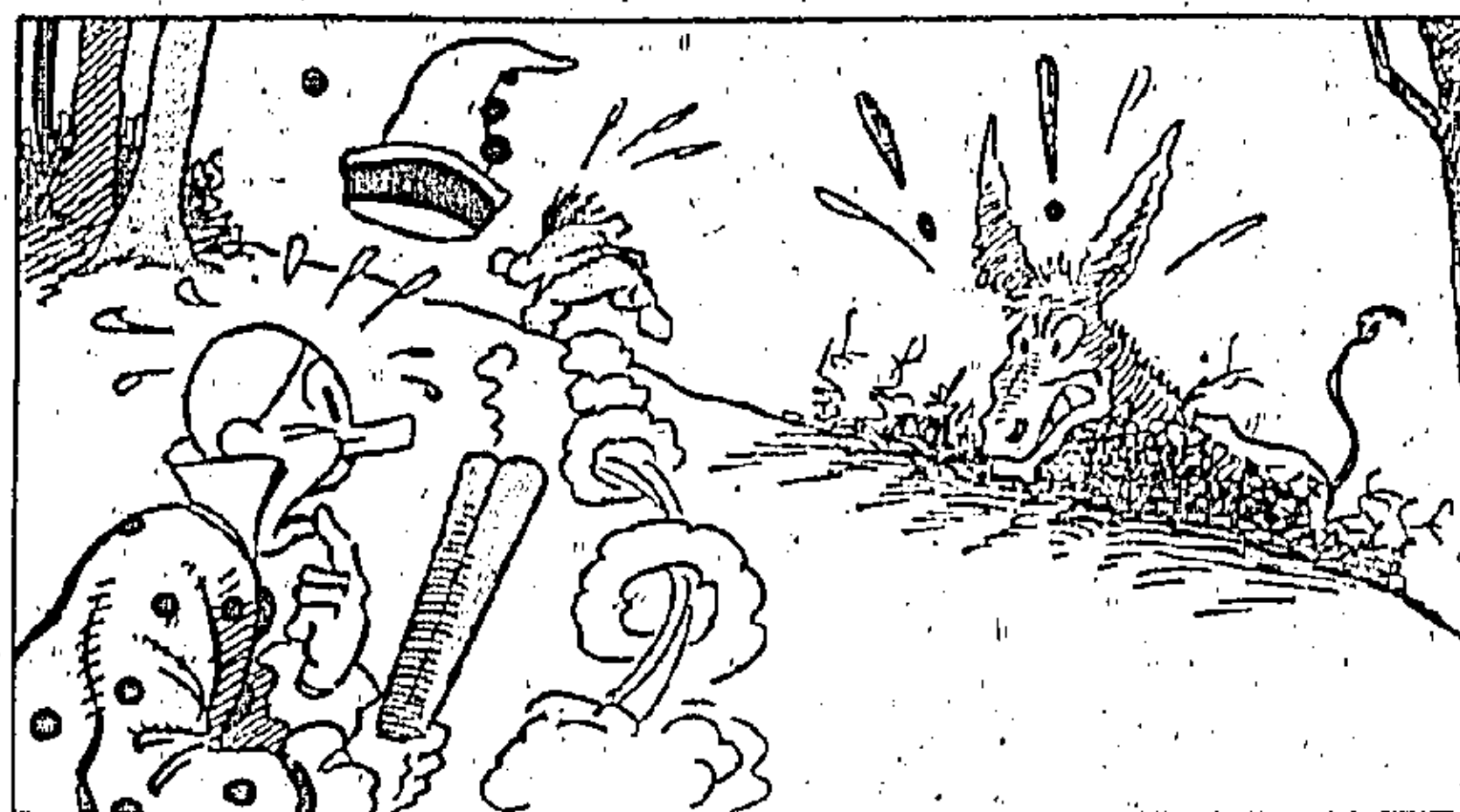
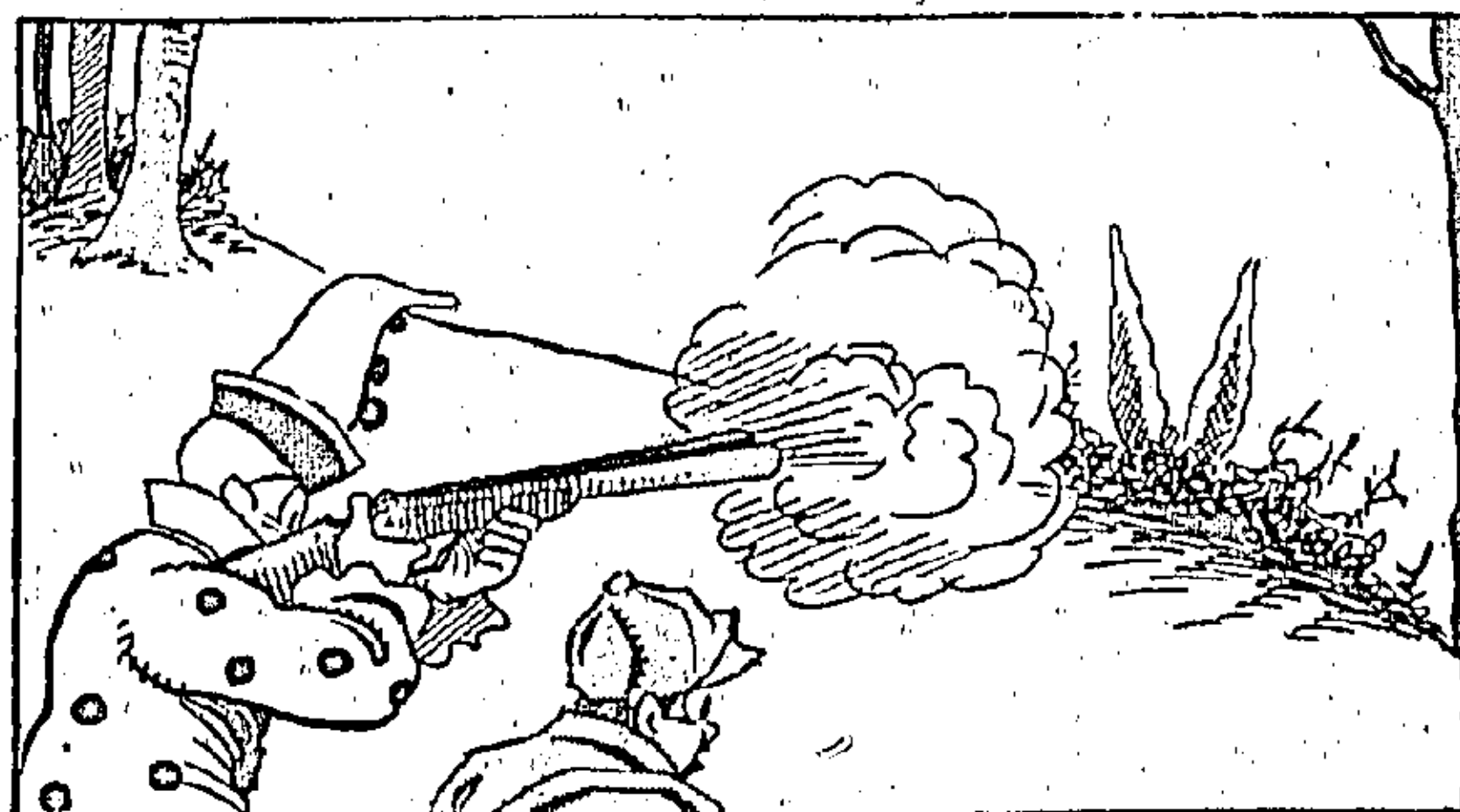
Eccentric Ear-Rings.

Perhaps the most gorgeous pair of earrings seen this season were those worn by a woman in the audience of a West End theatre the other evening. These novel earrings showed a pair of golden cages containing the tiniest jade

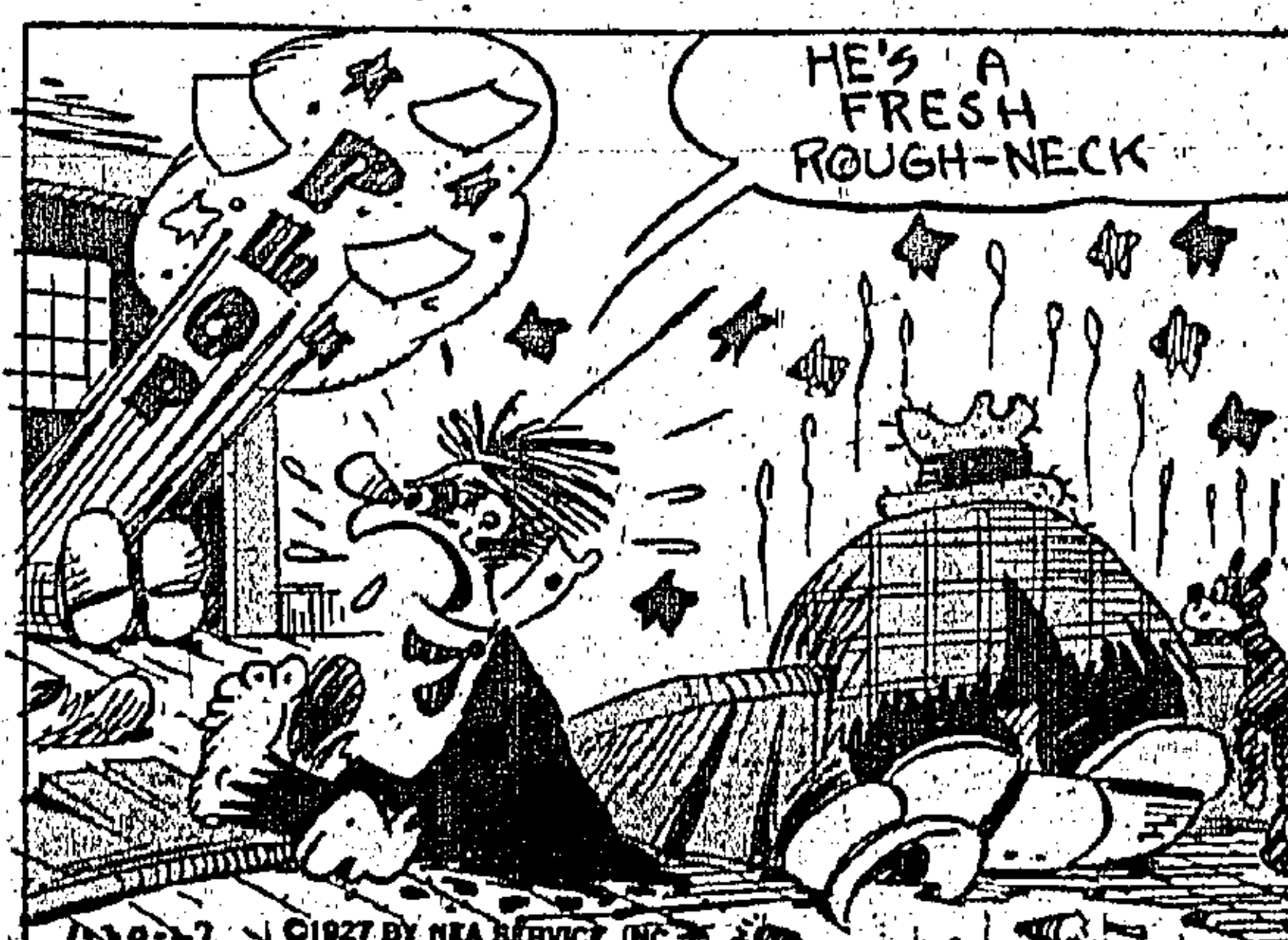
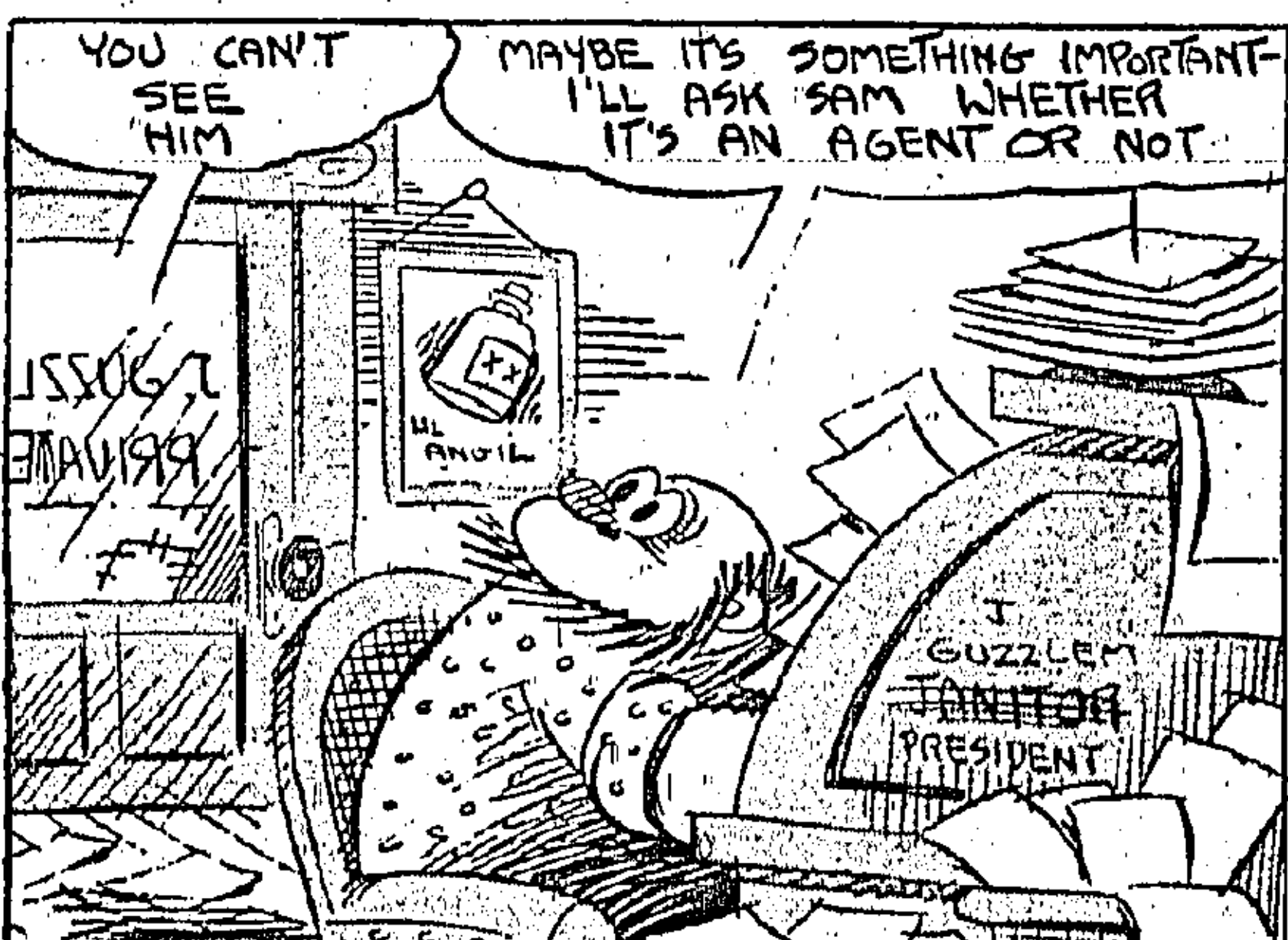
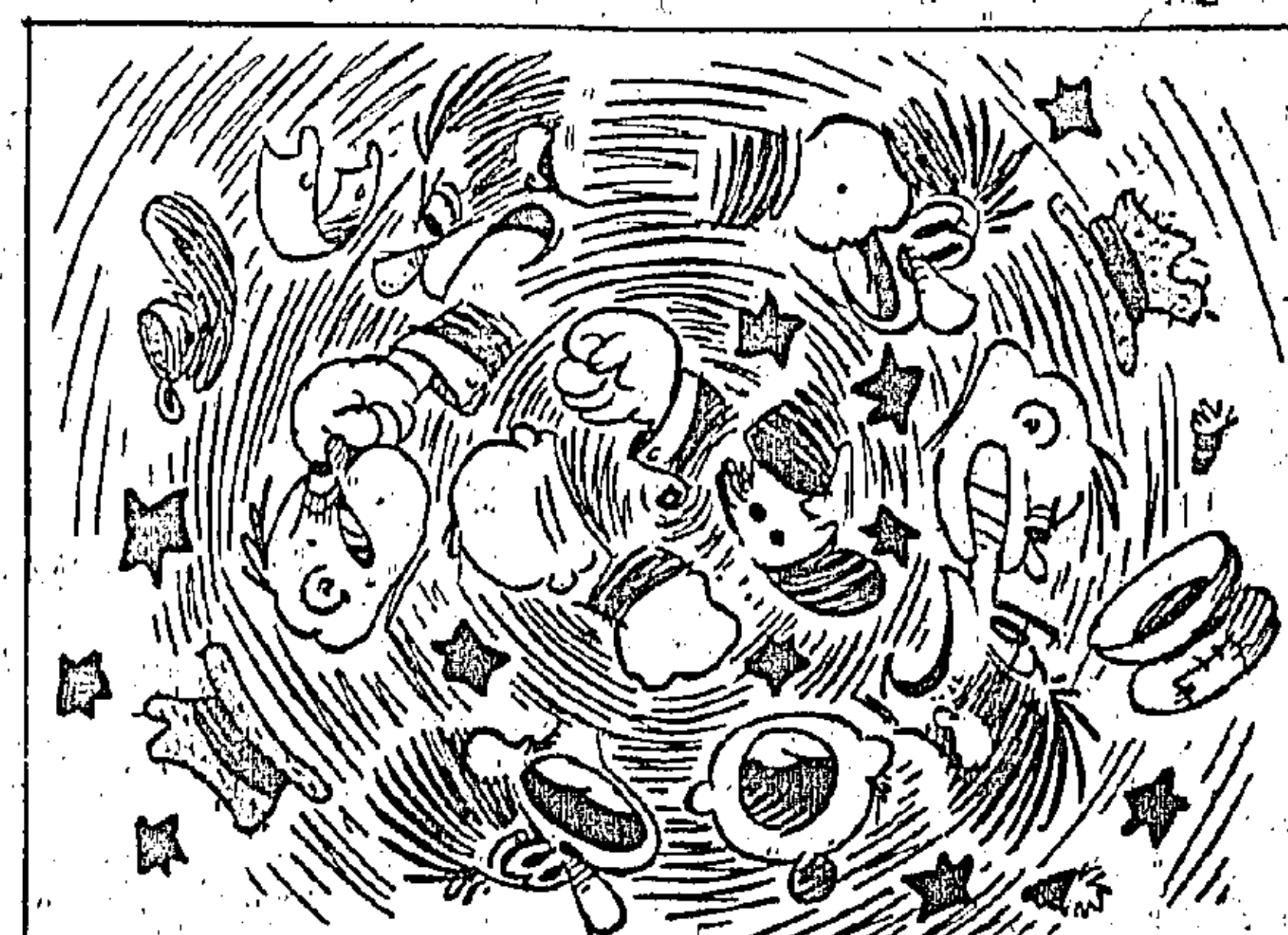
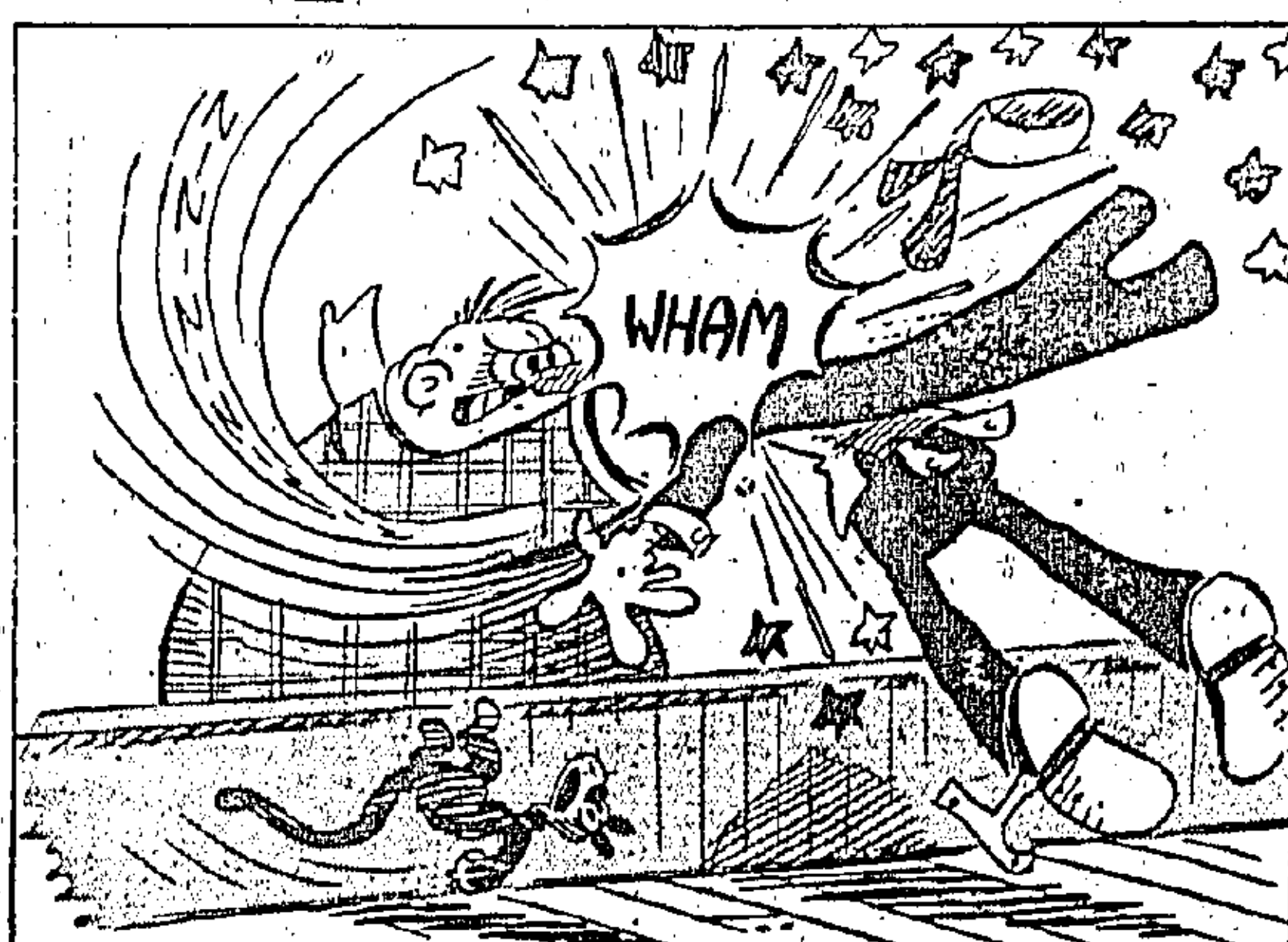
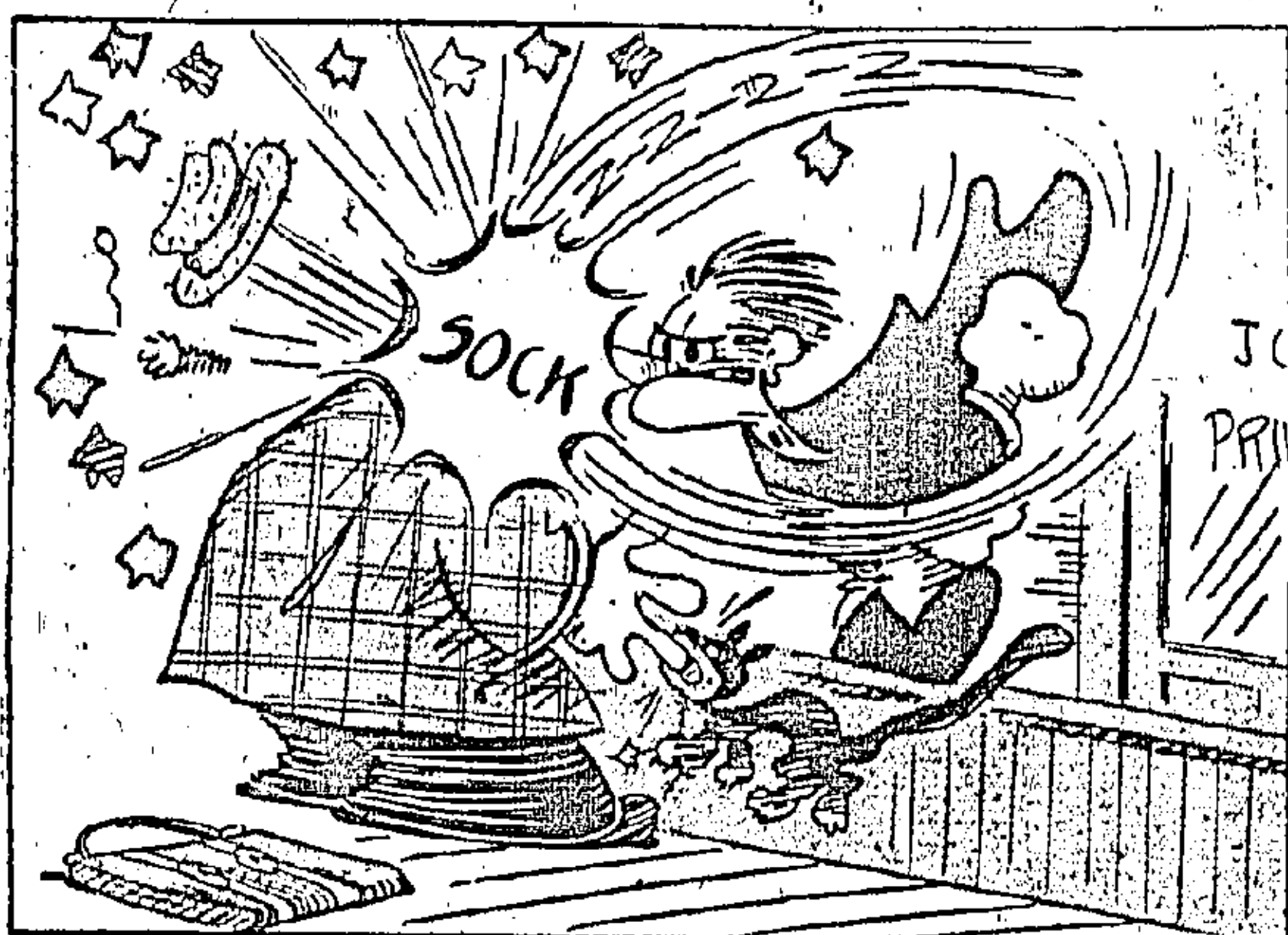
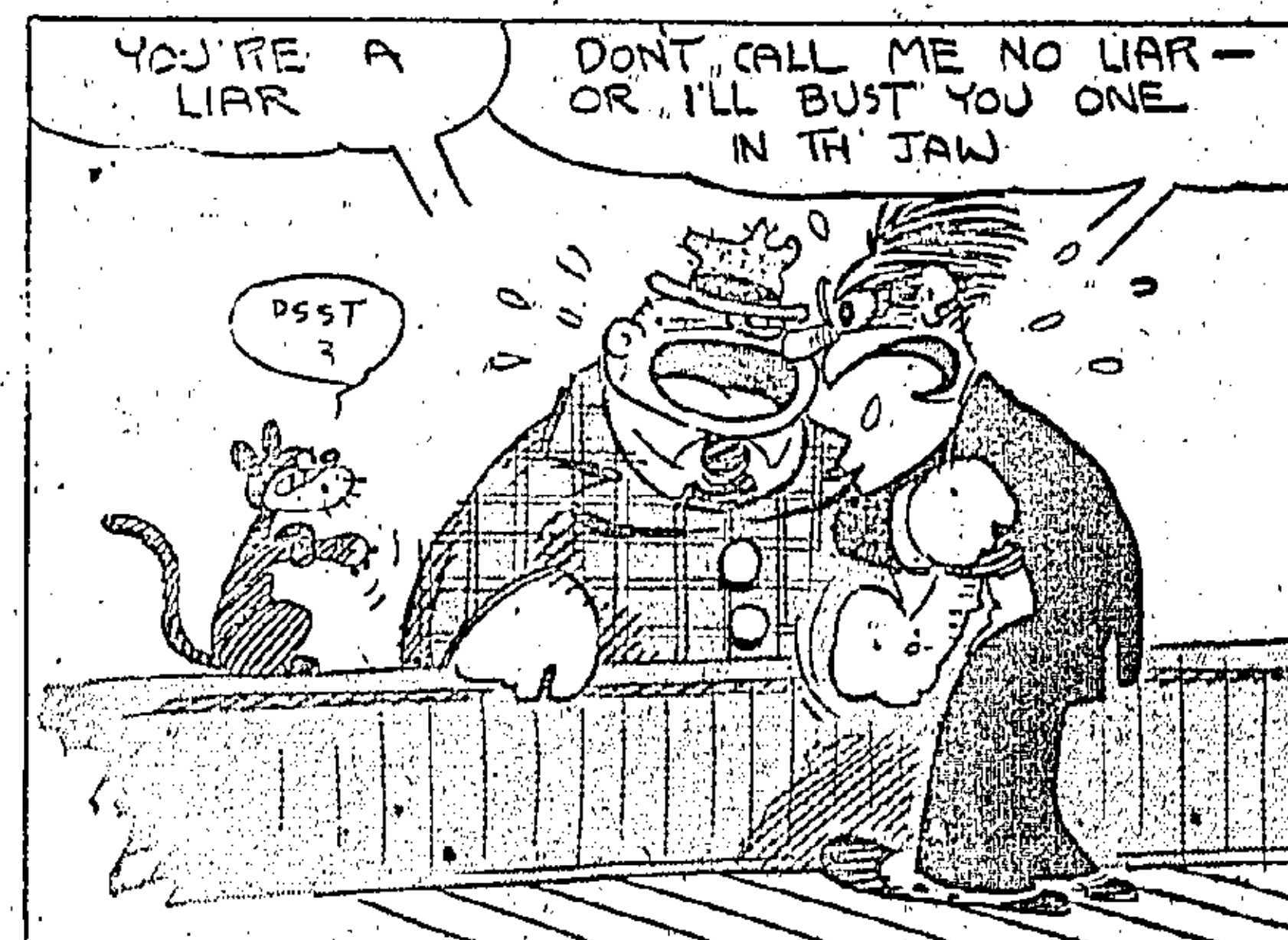
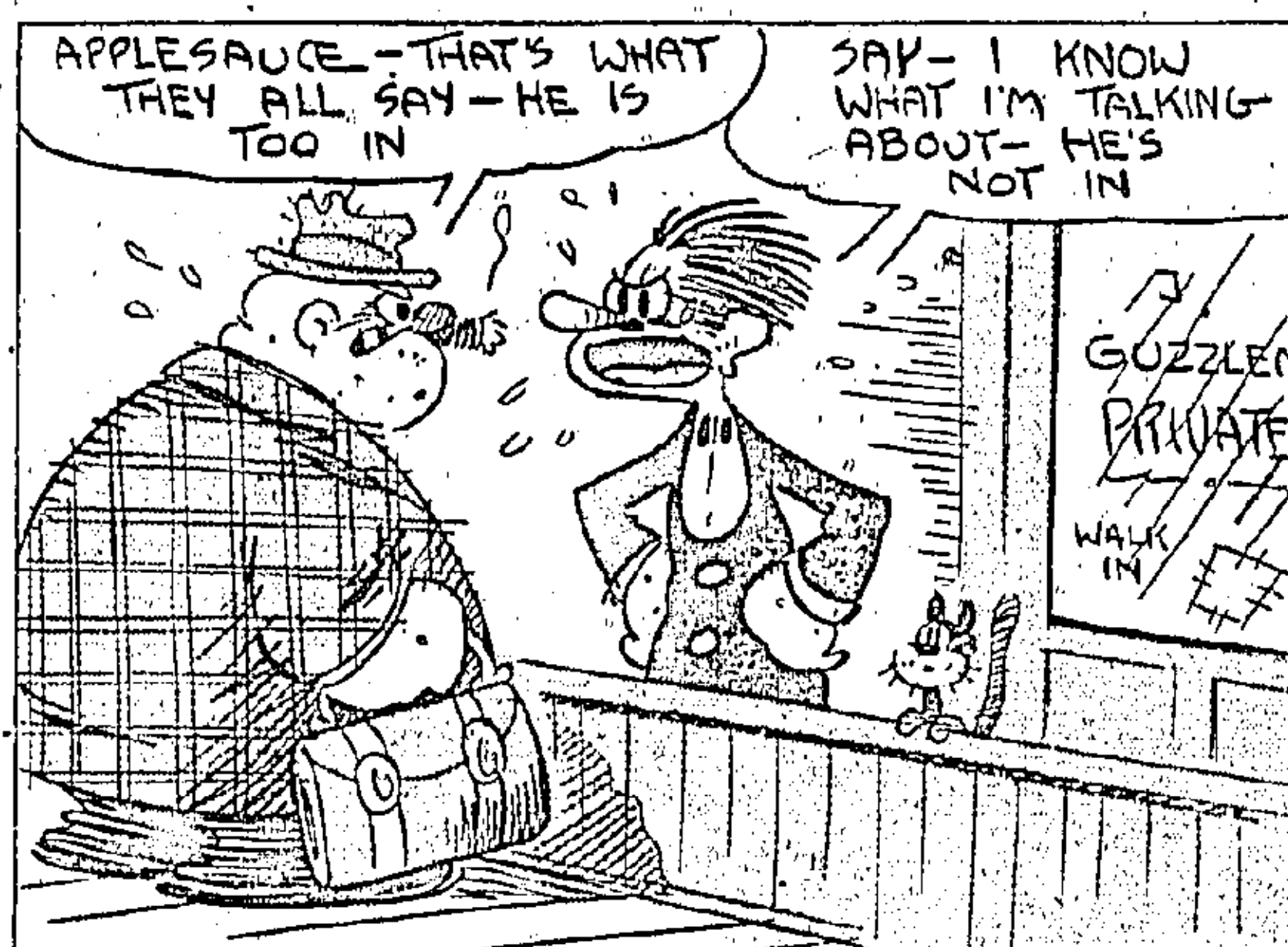
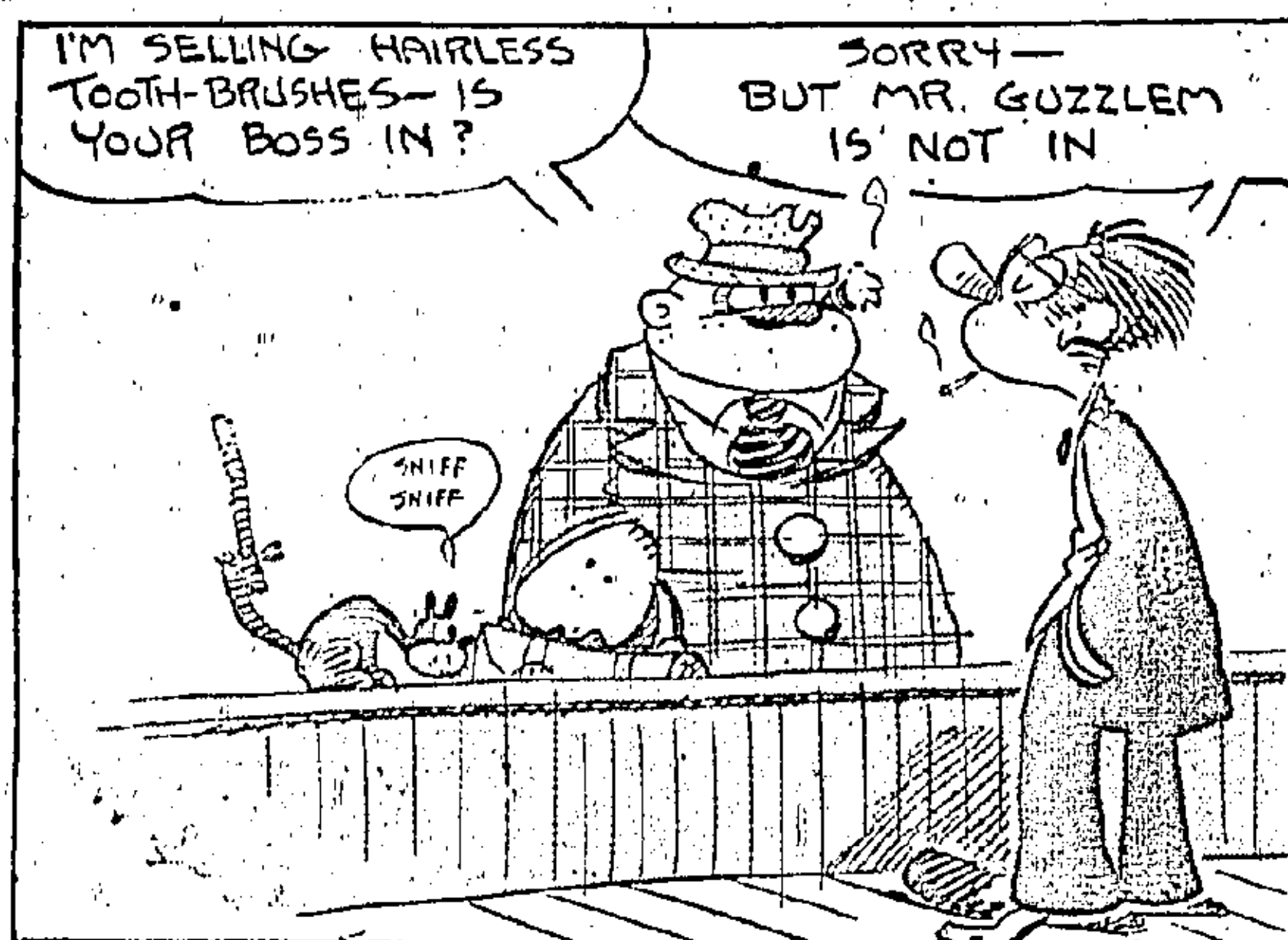
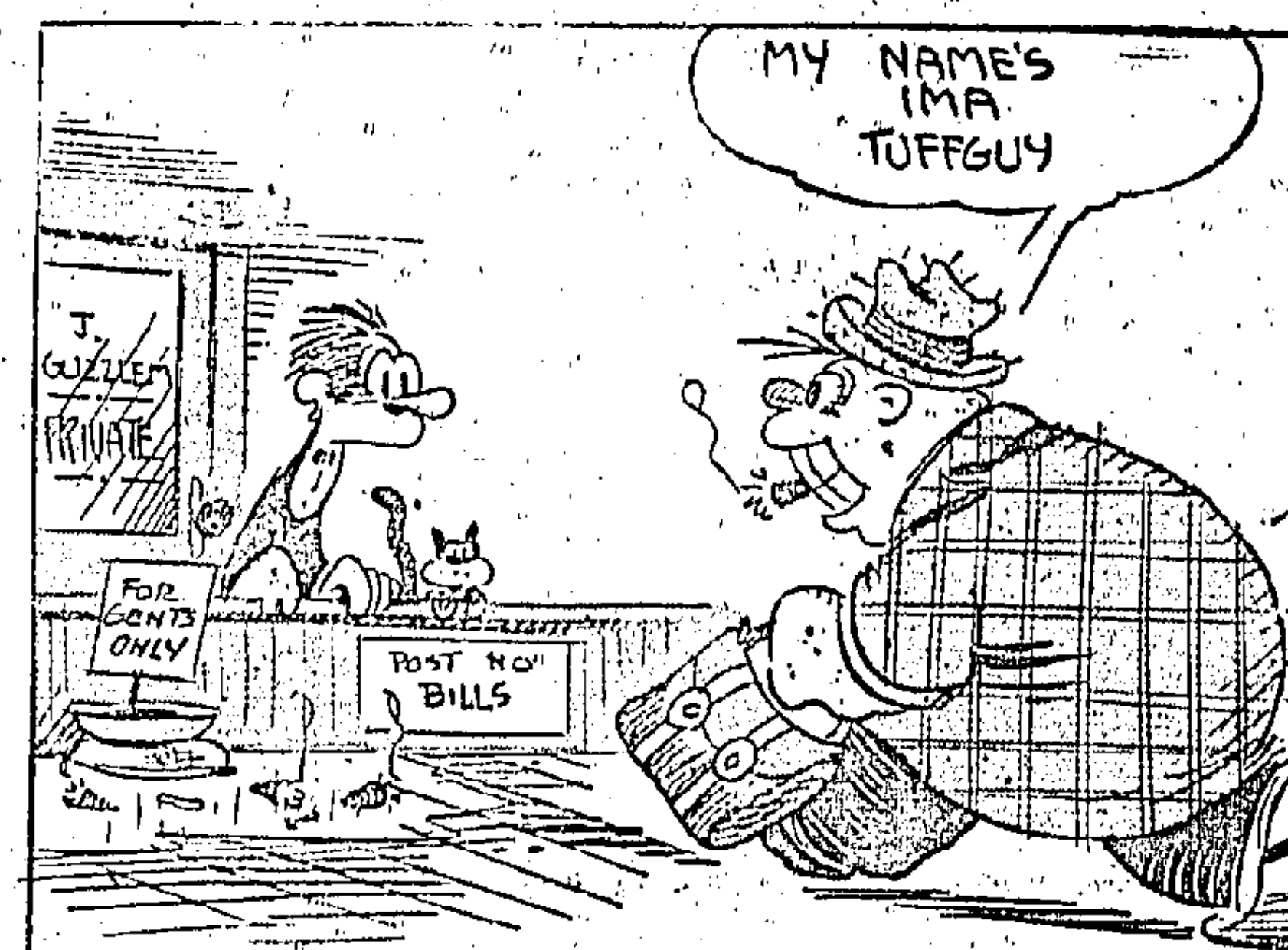
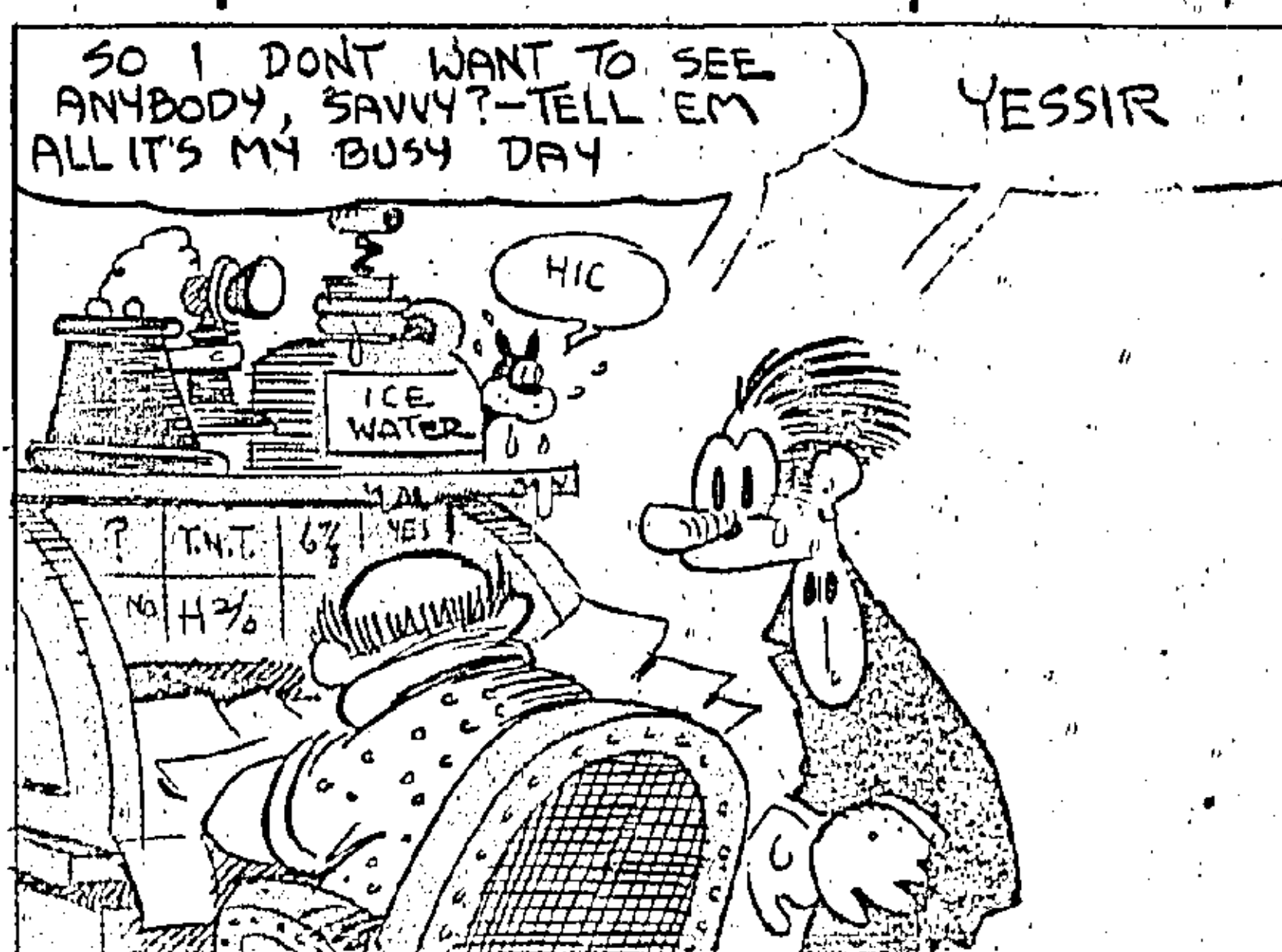
parrots yet created. Ear jewels, contrived of long strips of jade, amber, or cornelian, are the most fashionable at the moment, but such novelties as golden cages are favoured by women who have a passion for such eccentricities.

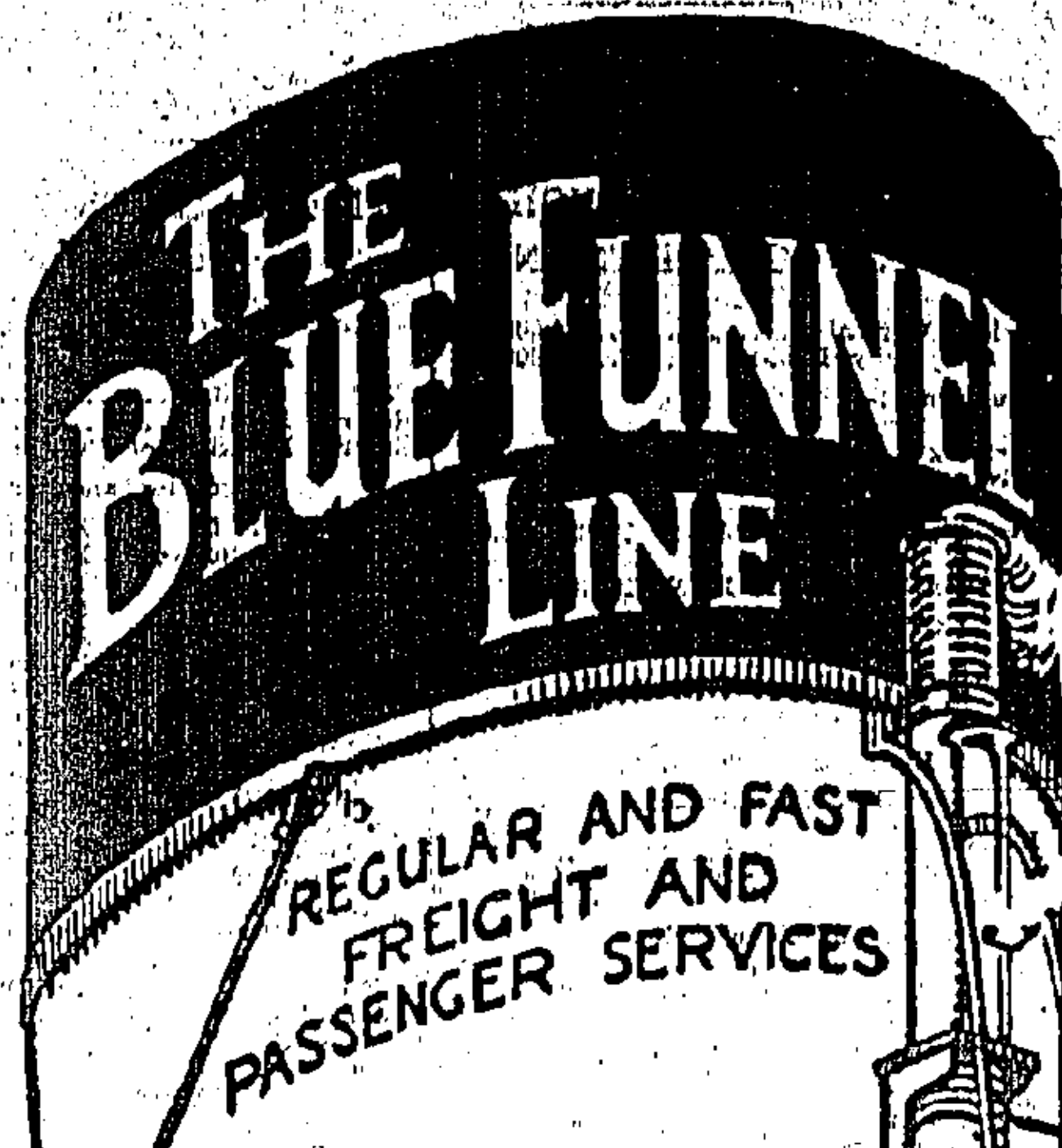


This coat is a gold-coloured novelty, woolen, with luxurious collar and cuffs of rich, soft cocoa fox.



\$ALESMAN \$AM





LONDON SERVICE

"DEMODOCLOS" 22nd Feb. Marseilles, London, R'dam & H'burg
 "PATROCLUS" 9th Mar. Marseilles, London, R'dam & Glasgow
 "ADRIANUS" 22nd Mar. Marseilles, London, R'dam & H'burg
 "ANTENOR" 6th Apr. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

"DEUCALION" 20th Feb. Genoa, Havre, Liverpool & Glasgow
 "PHILOTTES" 23rd Mar. Havre, Liverpool & Glasgow
 "MEDON" 31st Mar. Genoa, Havre & Liverpool
 "NINGHOW" 15th Apr. Genoa, Havre & Liverpool

PACIFIC SERVICE

"KOBÉ & YOKOHAMA"
 "PROTESILAS" 26th Feb. Victoria, Vancouver & Seattle
 "TALTHYBIUS" 19th Mar. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"PELEUS" 24th Feb. New York, Boston & Baltimore
 "ATREUS" 25th Mar. New York, Boston & Baltimore

PASSENGER SERVICE

"PATROCLUS" 2nd Mar. Singapore, Marseilles & London
 "ANTENOR" 6th Apr. Singapore, Marseilles & London
 "HECTOR" 4th May. Singapore, Marseilles & London
 "AGNEAS" 31st May. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.
 For freight and passage rates and information apply to:-

Butterfield & Swire,
 Agents.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.
 LOADING DIRECT FOR

Marseilles, Valencia, Rotterdam, Hamburg
 and Scandinavian Ports.

M.V.	Departure	Loading about
M.V. "CANTON"	...	4th March.
M.V. "DELHI"	...	8th April.
M.V. "SUMATRA"	...	8th May.
M.V. "AGRA"	...	8th June.

For Shanghai & Japan ports.

M.V.	Departure	Loading about
M.V. "DELHI"	...	6th March.
M.V. "SUMATRA"	...	31st March.
M.V. "AGRA"	...	30th April.

For further particulars apply to the Agents:

GILMAN & CO., LTD.
 Hongkong.

G. E. HUYGEN,
 Canton.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

Destination	Steamer	Sailings
TIENTSIN	Chipshing	Sun. 20th Feb at 7 a.m.
TSINGTAU Swatow & S'hai Mingsang	...	Sun. 20th Feb at 7 a.m.
STRAITS & Calcutta	Namsang	Mon. 21st Feb at 3 p.m.
OSAKA S'hai, Moji & Kobe	Hosang	Tues. 22nd Feb at 7 a.m.
TIENTSIN S'tow, S'hai, Chofoo Tingsang	...	Wed. 22nd Feb at 7 a.m.
CANTON	Hangsang	Tues. 22nd Feb at 7 a.m.
TSINGTAU Swatow & S'hai Hangsang	...	Sun. 27th Feb at 7 a.m.
TSINGTAU Swatow & S'hai Hopsang	...	Wed. 2nd Mar at 7 a.m.
TIENTSIN	Cheongshing	Thurs. 3rd Mar at noon.
SANDAKAN	Mausang	Tues. 8th Mar at 1 p.m.
STRAITS & Calcutta	Laisang	Tues. 8th Mar at 3 p.m.
OSAKA via Moji, Yokohama & Kobe	Kumsang	Tues. 15th Mar at 7 a.m.
SANDAKAN	Hinsang	Satur. 19th Mar at noon.

For freight or passage apply to:-

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central

General Managers

HOLLAND EAST ASIA LINE
OF THE
United Netherlands Navigation Company

Regular four-weekly service between
 Japan, Vladivostok, China, Hongkong,
 Manila, Singapore

AND
 Genoa, Rotterdam, Amsterdam,
 Hamburg, Bremen and North
 Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. ZOSMA ... 25th February.
 S.S. OOSTERK ... 20th March.
 S.S. OUDERKERK ... 17th April.

Arrivals From Europe.

S.S. OUDERKERK ... 8th March.
 S.S. SALABANGKA ... 5th April.

All steamers have a limited accommodation for passengers.
 For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574.

Agents, York Building

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(Admiral Oriental Line)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE,

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JEFFERSON ... Tuesday, Mar. 1st 10.00 a.m.
 PRESIDENT GRANT ... Tuesday, Mar. 15th 10.00 a.m.
 PRESIDENT MADISON ... Tuesday, Mar. 29th 10.00 a.m.
 PRESIDENT JACKSON ... Tuesday, Apr. 12th 10.00 a.m.
 PRESIDENT MACKINLEY ... Tuesday, Apr. 26th 10.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

HONGKONG TO EUROPE
SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway lines across United States and
 Canada, with liberal stop-over privileges for Sight-seeing.
 Ask for information. Following are suggested itineraries:-

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
Feb. 13	San Francisco	Leviathan	Mar. 19	P'mth-C'brg Mar. 26
Feb. 16	Seattle	Cedric	Mar. 12	L'pool Mar. 20
Mar. 1	San Francisco	Majestic	Apr. 2	C'brg S'mptn Apr. 8
Mar. 9	Seattle	Pres. Roosevelt	Apr. 6	P'mth-C'brg Apr. 13
Mar. 15	San Francisco	Olympic	Apr. 16	C'brg S'mptn Apr. 23
Mar. 23	Seattle	Geo. Washington	Apr. 20	P'mth-C'brg Apr. 27
Mar. 29	San Francisco	Homer	Apr. 30	C'brg S'mptn May 6
Apr. 6	Seattle	Leviathan	Apr. 30	C'brg S'mptn May 7
Apr. 12	San Francisco	Aquitania	May 11	C'brg S'mptn May 17
Apr. 20	Seattle	Majestic	May 14	C'brg S'mptn May 20

TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN ... Wednesday, Mar. 9th 10.00 a.m.
 PRESIDENT CLEVELAND ... Wednesday, Mar. 23rd 10.00 a.m.
 PRESIDENT PIERCE ... Wednesday, Apr. 6th 10.00 a.m.
 PRESIDENT TAFT ... Wednesday, Apr. 20th 10.00 a.m.
 PRESIDENT JEFFERSON ... Wednesday, May 4th 10.00 a.m.

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
 VIA MANILA, STRAITS, COLOMBO, SUEZ-
 PORT SAID - ALEXANDRIA - NAPLES -
 GENOA - MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT WILSON ... Tuesday, Mar. 1st 6.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, Mar. 15th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, Mar. 29th 6.00 a.m.
 PRESIDENT POLK ... Tuesday, Apr. 12th 8.00 a.m.
 PRESIDENT ADAMS ... Tuesday, Apr. 26th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT JEFFERSON ... Monday, Feb. 21st 6.00 p.m.
 PRESIDENT WILSON ... Tuesday, Mar. 1st 6.00 a.m.
 PRESIDENT LINCOLN ... Tuesday, Mar. 1st 6.00 p.m.
 PRESIDENT GRANT ... Monday, Mar. 7th 6.00 p.m.
 PRESIDENT VAN BUREN ... Tuesday, Mar. 15th 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephone Central 2477, 2478 & 795.



LIGNES COMMERCIALES (Cargo-boats)

Monthly sailings direct to HAMBURG,
 ROTTERDAM, DUNKIRK:

S.S. "D. P. BENOIT" ... 27th February.
 S.S. "CAPT FAURE" ... 15th April.

S.S. "CAPT. FAURE" due to arrive from DUNKIRK,
 LONDON, HAVRE about the 21st February.
 SERVICES CONTRACTUELS (Mail service)

Steamers	Sailings from Marseilles	Arr. at Hongkong & sailing for Shanghai & Japan	Sailings from Hongkong for Marseilles
ANGKOR ... B	...	...	1st Mar.
PORTHOS ... A	...	...	15th Mar.
PAUL LECAT ... A	...	2nd Mar.	29th Mar.
G. METZINGER A	...	15th Mar.	12th Apr.
AMAZONE ... B	25th Feb.	30th Mar.	26th Apr.
CHENONCEAUX A	11th Mar.	12th Apr.	10th May.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's attendance)
 A class 1st class £39.00 B class 1st class £35.00
 steamers/ 2nd class £70.00 steamers/ 2nd class £61.00
 Through Tickets to London and leading Towns of Europe.
 Accommodations reserved in the Trains at Marseilles.
 (Sailings subject to alteration without notice.)

For full particulars, apply to:-

Cie. des MESSAGERIES MARITIMES

Telephone Central 740

3 Queen's Building

CONSIGNATION - TRANSIT - REPRESENTATION.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE
 UNITED KINGDOM & CONTINENT

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 31st March.

Passenger Service.

S.S. "CITY OF CALIFORNIA" ... Marseilles, London, Havre & H'burg ... 15th March.

FARES: First Class to MARSEILLES £28; to LONDON £75.

Second Class to MARSEILLES £47; to LONDON £49 10s.

AUSTRALIA

Sailings from SINGAPORE on 5th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"

to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BRISTOL" ... via Suez Canal ... 5th March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

M.V. "LARCHBANK" ... via Suez Canal ... 22nd March.

M.V. "FORREBANK" ... via Suez Canal ... 25th May.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hongkong ... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Obinda, Inhambane, Zanzibar, Moabassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:-

Telephone.....Central 4791.

THE BANK LINE, LTD.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

-DRY DOCK-

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.A.T.) 34 FT. 6 INS.

-THREE SLIPWAYS-

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

TELEPHONE No. 22.

CALL FLAG: "G" OVER "AKS. FUHMAN."

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

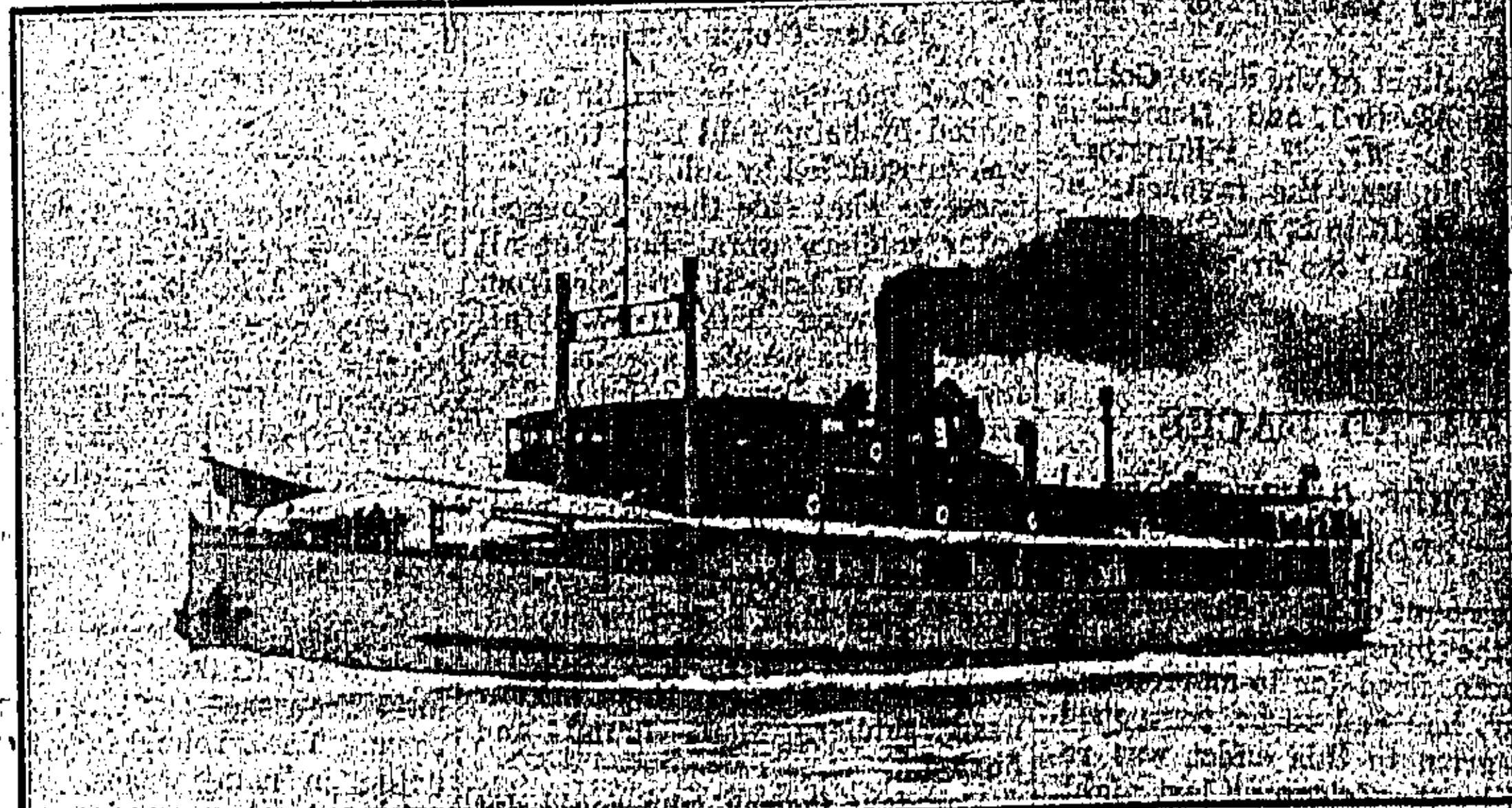
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,

Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, and Iron

Brass Founder, Force Master, Electricians.



T. S. S. "SIANG WO"

Passenger & Cargo River Steamer, built and engined at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze, Hankow-Ichang.

Please address enquiries to the Chief Manager:-

R. M. DYER, B. Sc., M.I.N.A., Kowloon, Dock, Hongkong.

P. & O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
NELLORE	6,853	2nd Mar.	S'pore, P'ang C'bo & B'bay
MANTUA	10,902	5 Mar. noon.	Marseilles & London
KASHGAR	9,005	12th Mar.	M'les, L'don & A'werp
NAGPORE	5,283	14th Mar.	S'gon, M'les, L'don & A'werp
NYANZA	7,023	15th Mar.	S'pore, P'ang C'bo & B'bay
MONGOLIA	16,504	19th Mar.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Tyne, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	22 Feb. 10.30 a.m.	S'pore, Penang & Calcutta
SHIRALA	7,841	4th March.	S'pore, Penang & Calcutta
GAMBHIRA	5,257	18th March.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	4th March.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st April.	Island, Townsville, B'bane.
ARAFURA	6,000	29th April.	Sydney and Melbourne.

*Calls at Kolambagan.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

GAMBHIRA	5,257	25th Feb.	Moji, Kobe, Osaka & Yoko
MAEDONIA	11,120	4th Mar.	S'hai, Moji & Kobe
TAKADA	6,947	6th Mar.	Kobe
ST. ALBANS	4,500	8th Mar.	Moji, Kobe, Osaka & Yoko

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS

Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
TAIPING	11th March	18th March
CHANGTE	8th April	18th April
CHANGTE	10th May	17th May
CHANGTE	11th June	18th June

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36.

GLEN LINE.

From Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" (Via Oran)	22nd February.
Motor Vessel "GLENUGLE"	9th March.
Motor Vessel "GLENHARRY"	6th April.
Motor Vessel "GLENLUCE"	4th May.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Due Hongkong.

Motor Vessel "GLENAPP"	3rd March.
Motor Vessel "GLENLUCE"	20th March.
Steamship "CARMARTHENSHIRE"	31st March.
Motor Vessel "GLENBEG"	4th April.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "PELEUS"	via Suez Canal 25th Feb.
S.S. "CITY OF BRISTOL"	via Suez Canal 5th Mar.
S.S. "ATREUS"	via Suez Canal 25th Mar.
S.S. "TEUCER"	via Suez Canal 8th Apr.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 2 a.m. and 8 a.m. Sunday Sailings from Canton: Daily, at 8 a.m. and 3 p.m. No Sailing.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sunday: 9 A.M. only.) FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 3.30 P.M. only.)

SPECIAL SAILINGS—MACAO RACE MEETING.

On Saturday and Sunday, the 19th and 20th Instant respectively a.s. "SUI AN" will make special trips to and from Macao. Return Saloon Passage Fare \$5.00.

Saturday 19th February

From Hongkong 9 a.m. From Macao 6 p.m.

Sunday 20th February

From Hongkong 8 a.m. From Macao 5.30 p.m.

N.Y.K. LINE**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINYO MARU ... Tuesday, 22nd Feb. at noon.

"SIBERIA" MARU (Calls Kobe) Sunday, 6th Mar. 10 a.m.

TAIYO MARU ... Tuesday, 22nd Mar.

*Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

GINYO MARU ... Saturday, 26th Feb. at noon.

ANYO MARU ... Tuesday, 3rd Mar.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.

HAUSAN MARU ... Saturday, 26th Feb. at 11 a.m.

KITANO MARU ... Saturday, 12th Mar. 11 a.m.

HARUNA MARU ... Saturday, 26th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 23rd Feb. at 11 a.m.

TANGO MARU ... Wednesday, 23rd Mar.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Monday 21st Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOHASHI MARU ... Friday, 11th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

HAKATA MARU ... Wednesday, 23rd Mar.

DOMBAY via Singapore & Colombo.

SEIYO MARU ... Monday, 21st Feb.

TOKUSHIMA MARU ... Monday, 28th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Wednesday, 2nd Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 19th Mar.

SHANGHAI, KOBE & YOKOHAMA.

CEYLON MARU ... Tuesday, 22nd Feb.

KAMO MARU ... Tuesday, 22nd Feb.

MALACCA MARU ... Tuesday, 22nd Feb.

TAMBA MARU ... Tuesday, 1st Mar.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class 372. 10. Od. "B" Class 266. 0. Od.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "REMO" Sails on or about 3rd March.
M.V. "ESQUILINO" Sails on or about 31st March.
S.S. "VENEZIA" Sails on or about 28th April.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE" Sails on or about 10th March.
M.V. "REMO" Sails on or about 5th April.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta End of February.
S.S. "UMZUMBI" Sails from Calcutta 31st March.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Central 1030, Telephone Agents.

CANADIAN PACIFIC**QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.**

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19

CONNECTING SAILINGS TO LIVERPOOL.
MONTROSE April 3 MONTROSE June 3
MONTROSE April 23 MONTROSE June 24
MONTROSE May 13 MONTROSE July 15
Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Oporto and Antwerp.

BOOKINGS NOW OPEN.
EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE
\$120 \$112 \$83

HONGKONG—MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Feb. 27	Mar. 1	EMPEROR OF ASIA	Mar. 3
Mar. 20	Mar. 22	EMPEROR OF CANADA	Mar. 24

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express: Tel. C. 42
Cables: "GACANPAO."
Cables: "NAUTILUS."

JAVA-CHINA-JAPAN-LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisroen	Batavia	20th Feb.	24th Feb.	Shanghai
Tjibodas	Manila	20th Feb.	24th Feb.	Saigon
Tjikarang	Shanghai	21st Feb.	24th Feb.	Batavia
Tjisalak	Japan	1st Mar.	2nd Mar.	Batavia
Tjisalak	Java, M'csr	1st Mar.	3rd Mar.	S'hai, N. China
Tjikini	N. China	2nd Mar.	4th Mar.	Batavia
Tjisroen	Shanghai	7th Mar.	10th Mar.	Batavia
Tjikembang	Batavia	13th Mar.	15th Mar.	Shanghai
Tjitaroom	Java, M'csr	15th Mar.	17th Mar.	Amoy, S'hai, & M'ksar, Java
Tjimaosok	N. China	15th Mar.	18th Mar.	North China
Tjikarang	Batavia	27th Mar.	31st Mar.	Shanghai
Tjikembang	Shanghai	28th Mar.	31st Mar.	Batavia
Tjileboet	Java, M'csr	29th Mar.	31st Mar.	Amoy, S'hai, & North China
Tjisalak	N. China	29th Mar.	1st Apr.	Batavia

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

SHANGHAI DANGER.

"ALMOST CERTAIN TO BE LOOTING."

London, Feb. 18.

A special meeting of the Cabinet was held in the House of Commons.

The deliberations, which lasted two hours, are understood to have been wholly concerned with the latest phases of the situation in China.

—Reuter.

London, Feb. 18.

"We are taking the risk of trusting the Chinese to carry out their part of the bargain," declared Mr. Amery in a speech at Hackney, but this only showed the pacific policy of the British Government and its desire for peace and prosperity with China, as with the rest of the world.

Referring to the labour motion against sending troops to Shanghai, Mr. Amery said that within the past forty-eight hours they had learned that the southerners with Russian machine gun instructors and advisors had heavily defeated the army opposed to them and at any time the rabble of defeated men and the victorious and elated troops might be pouring toward centres built up by British enterprise not only for the benefit of the British, but for hundreds of thousands of Chinese. He declared it was almost certain, without steps

being taken by the British Government, there would be looting, plundering and a massacre at Shanghai.

—Reuter.

London, Feb. 18.

The Cabinet meeting last night considered the China situation and particularly the situation of negotiations in the light of telegrams received from Mr. O'Malley, and the comments thereon from the British Minister in Peking.

Fresh instructions requested by Mr. O'Malley were sent following the receipt of information on the fighting proceeding between the rival Chinese forces in conflict.

In a speech last night the Colonial Secretary, Mr. Amery, referred to the Chinese military situation as reported within the past forty-eight hours. He said at any moment a rabble of defeated men and of victorious troops might be pouring towards Shanghai where but for steps taken by the British Government there would be looting and plundering and possibly bloodshed.

It was not going to happen, because British troops had landed and because the Government acting through the Chinese Government had decided just in time to send troops for the purpose of protecting lives and property of the great British community there. What had, been done had been only for the security of our own people in the settlements they had built. There was no intention on the part of the Government to interfere in the Chinese war or to use troops for the purpose of territorial aggression, but they certainly were not going to leave any British subjects to the mercy of mobs.

CONSIGNEE NOTICES.

OCEAN STEAM SHIP CO., LTD.

And

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"MERIONES."

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to the conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 17th February.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after 23rd February will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 9th March or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

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HONGKONG
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
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SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
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Breakfast 7.30 a.m.—10 a.m. \$1.00 per Cover
Tiffin ... 1.00 p.m.—2 p.m. \$1.00 " "
Dinner ... 7.30 p.m.—9 p.m. \$1.25 " "
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Dinner Dance Every Thursday

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Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
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Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
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Cables:—
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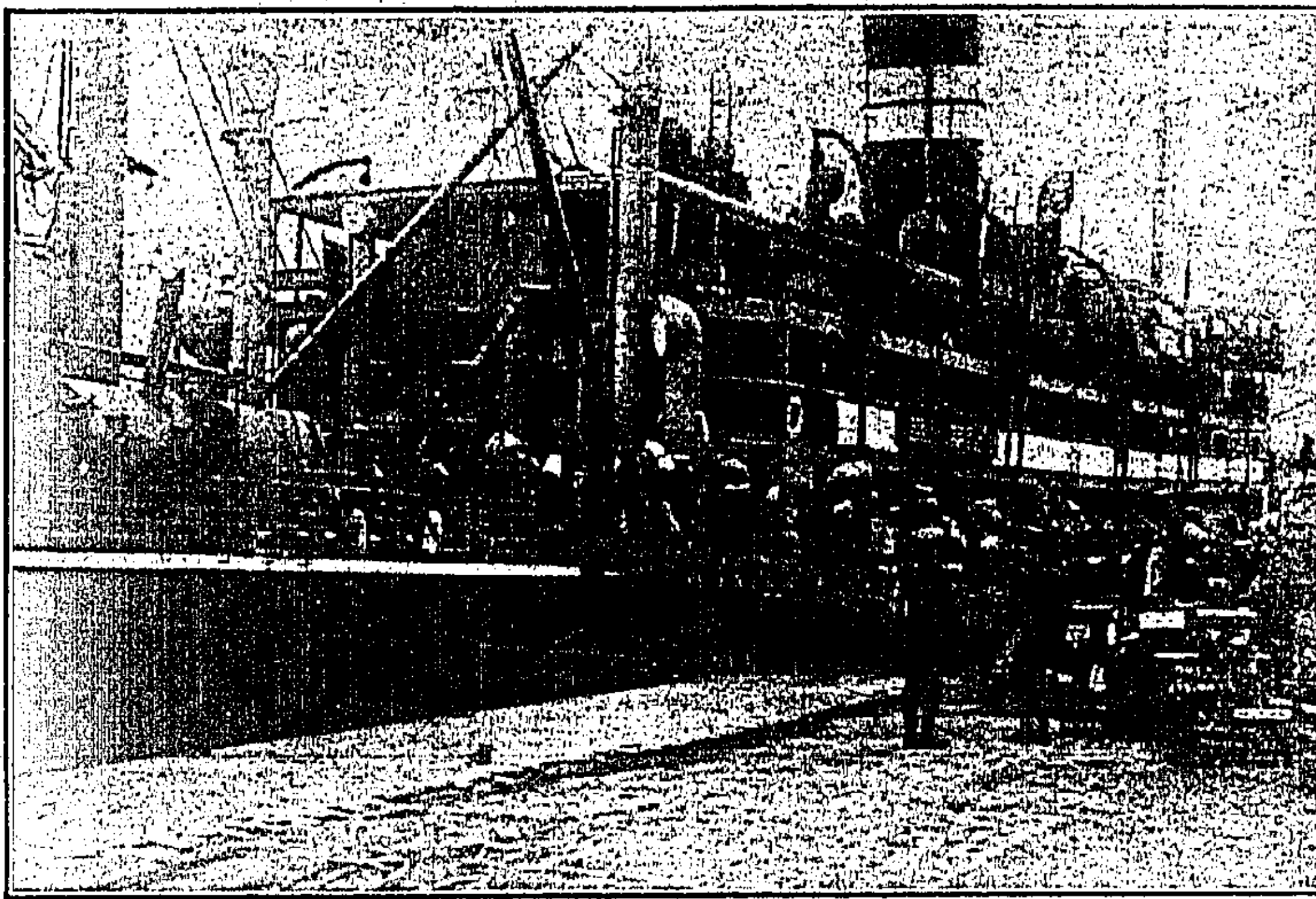
SOLE AGENTS.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

THE 2ND. SUFFOLKS LEAVE FOR SHANGHAI



Above, men of the 2nd Batt. of the Suffolk Regiment are seen marching from Wellington Barracks, along Queen's Road, on their way to the Naval Yard on Thursday afternoon, to embark for Shanghai. (Photo Ming Yuen).



The Suffolks going aboard the troopship Vasna at the Naval Yard. They sailed for Shanghai yesterday morning. (Photo: Ming Yuen).

CHEKIANG WAR.

DETAILS OF RECENT FIGHTING.

THE CANTONESE ADVANCE.

Recent reports from correspondents of the Shanghai Times in Chekiang province shed light on the operations which resulted in the Cantonese making an advance owing to the retirement of Marshal Sun Chuan-fang's left wing. The crucial fighting apparently took place at the end of January when the Cantonese started an advance at Chuchow and captured Lanchi. A correspondent from Lanchi, writing under date of February 2, describes the operations.

CANTONESE ADVANCE.

He writes: A new phase opened in the hostilities in this part of the Chenitang river. As far as reports can be relied upon, fighting commenced below Chuchow on January 25 and 26. The Southerners had the advantage and pressed their foes down river, until by January 29 and January 30, we could distinctly hear the sound of the cannons booming and the rattle-rattle of machine guns.

Quite a number of wounded were brought into the city for treatment. We gathered that Marshal Sun's troops were outnumbered by the Cantonese so it was with great amazement that, on the Sunday night we saw, from our own house a big stampede.

RESERVES FLEE.

The soldiers who had started that very afternoon to reinforce their comrades and could only have gone some 20 li or so, returned in great haste. All the men quartered in the city turned out and fled with them and the river was soon alive with boats which had carried Sun's reserve forces, all making their way downstream as fast as possible. The whole city and countryside was astir with them, but they did not go blamelessly.

As in other places, fires blazed and city and country people alike were robbed all along the route. They certainly earned the character which was given them before their appearance and which many had been inclined to think was unjustly given.

CITY ASPECT CHANGES.

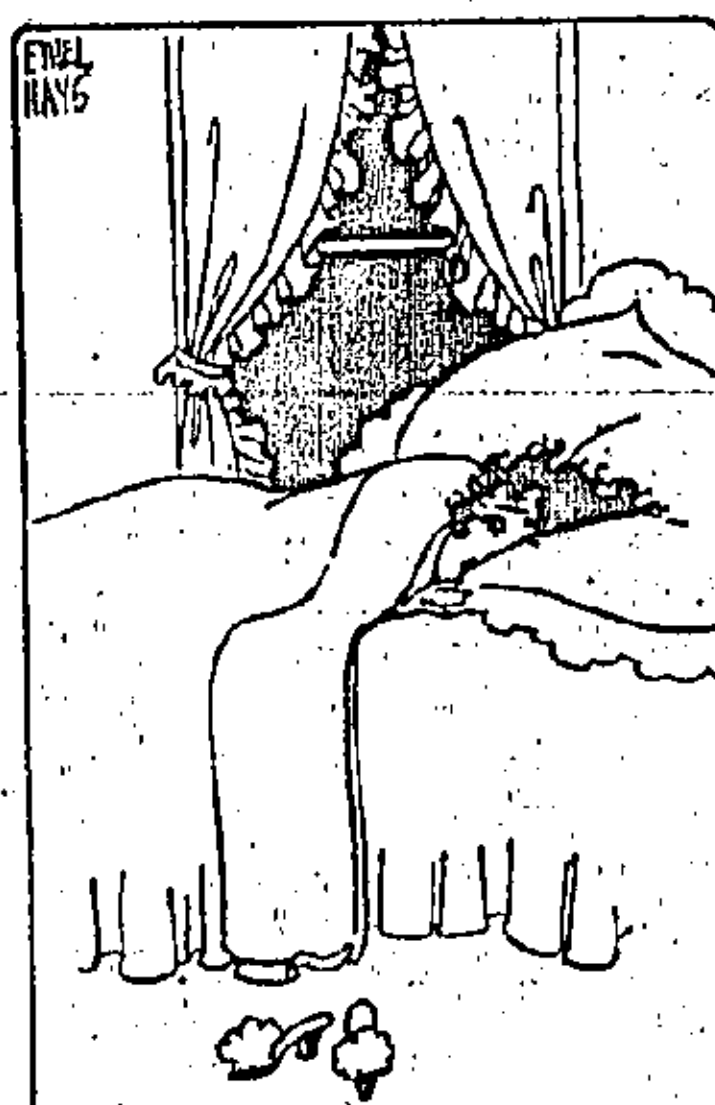
With the departure of Marshal Sun's men, the aspect of the whole city changed. Needless to say, Republican flags were down and Nationalist colours went up with great rapidity. That was simply policy. But there were also many other things. Men again ventured out to take the air, to exchange expressions of thought, to do their business, to make purchases.

It wanted but two days to the New Year and the shopkeepers, who had been bemoaning a whole month of loss, began to make up for the lost time. The streets were crowded, the shops a mass of eager purchasers. Everyone good-naturedly chatting with their neighbours, even quite a few women were to be seen again.

By February 1, the last day of the old year, a few of the Cantonese soldiers appeared, and on February 2, many more appeared but most went right through without stopping. Those who arrived here are reported to have come from six or eight provinces, Northern and Southern soldiers being intermixed.

WOUNDED FILL HOSPITALS.

A Hangchow correspondent, writing under date of the 10th inst., says:—Hundreds of wounded soldiers have been brought here and the hospitals are full of them. One hospital is said to have eight hundred. The C. M. S. Hospital has between eighty and a hundred. Many are badly wounded. The city is quiet and there is very little excitement among the people. The refugees prepared by the Red Cross are ready to be opened at any time that the necessity arises.



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You can lie easily, and yet not sleep so well.

SCOTTISH RUSH TO AMERICA.

WAITING LIST FOR FOUR YEARS.

More than 45,000 people in Glasgow and the West of Scotland are waiting to emigrate to the United States. It will take four years before all of them can get visas, but if President Coolidge issues the proclamation they are waiting for they will all be away at the end of two years.

"A new and permanent immigration policy for the United States is due to operate from July, contingent on the approval of the President," said an authority to a Daily Chronicle representative.

"If he sanctions this policy the quota for Britain and Northern Ireland will be about doubled, the figures jumping from 34,007 to 73,039. For example, the total for Glasgow and the West of Scotland would rise from the present 9,000 to about 20,000 each year.

"It is very doubtful if the President will give his approval, though of course, he has almost three months yet in which to do so, but this new policy is going to affect every nation."

Glasgow Heads List.

The fact remains, however, that the rush for visas in Glasgow and the West of Scotland is so great that the United States will not ignore the demand, so whether or not the new policy comes into force it is a foregone conclusion that the allocation to this district for the next fiscal year, which opens in July, will be increased. Glasgow has the largest waiting list of any of these Consular areas.

April ends the fiscal year, so no more visas will be issued between then and July, which means that when the present allocation has been exhausted the waiting list here will be at least 47,000.

The phenomenal demand to emigrate to America is not like in some quarters, for a large proportion of the emigrants are skilled men, although a good proportion of the total represent the families of men who went out a few years ago. There has been a distinct tendency among miners within recent months to go to America.

If industry revives there will probably be a big falling-off in the demand for visas. If it does not and the new policy rules, then Clyde-side is going to lose 50,000 persons within a little more than two years.

Entertainments.

2.30

5.10



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BROWN of HARVARD

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9.20

2.30

5.15



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IN

THE TEXAS STREAK



MATT MOORE

in

HIS JAZZ BRIDE

WITH

MARIE PREVOST

7.15

9.15

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Shanghai and Europe via Siberia	Deucalion	February 19.
Shanghai	Soochow	February 19.
U.S.A., Canada, Japan and Shanghai	Pres. Jefferson	February 20.
U.S.A., Honolulu, Japan and Shanghai	Shimo Maru	February 20.
Japan and Amoy	Taima	February 20.
Straits	Kamo Maru	February 21.
Shanghai	Shantung	February 21.
Japan and Shanghai	Hakusan Maru	February 25.
Canada, U.S.A., Japan and Shanghai	Emp. of Asia	February 25.
Manila	President Jefferson	February 27.
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	February 28.
U.S.A., Honolulu, Japan and Shanghai	Pres. Wilson	February 28.

OUTWARD MAILS.

For	Per	Date.
Haiphong	Tonkin	Sat. Feb. 19, 12.30 p.m.
Port Bayard	Wingwa	Sat. Feb. 19, 1 p.m.
Shanghai and Japan	Bandong Maru	Sat. Feb. 19, 1.30 p.m.
Swatow	Hoang	Sat. Feb. 19, 5 p.m.
Swatow	Mingang	Sat. Feb. 19, 5 p.m.
Hoihow and Tourane	Devawongse	Sat. Feb. 19, 5 p.m.
Batavia, Samarang and Sourabaya	Macassar Maru	Sat. Feb. 19, 5 p.m.
Straits	Deucalion	Sat. Feb. 19, 5 p.m.
Swatow and Bangkok	Kingsu	Sun. Feb. 20, 9 a.m.
Shanghai	Soochow	Sun. Feb. 20, 9 a.m.
Swatow, Amoy and Formosa	Kajo Maru	Mon. Feb. 21, 8.30 a.m.
Straits and Calcutta	Namsang	Mon. Feb. 21, noon.
Manila	Parcels	Letters 1 p.m.
Bangkok	Pres. Jefferson Mon.	Feb. 21, 8.30 p.m.
	Kingyuan	Mon. Feb. 21, 5 p.m.
	Parcels	21st. 5 p.m.
*Straits and Calcutta	Taima	Tues. Feb. 22, Letters 9 a.m.

Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. & S. America, and *Europe via San Francisco and Europe via Siberia. (Letters and postcards specially superscribed "via Siberia" only) Shimo Maru ... Tues. Feb. 22. Registration ... 9.45 a.m. Letters ... 10.30 a.m. (Due San Francisco 21st March).

U.S.A., Canada, Central and South America and *Europe via San Francisco West Elcajon ... Tues. Feb. 22. Parcels ... noon. Registration ... 2.45 p.m. Letters ... 3.30 p.m. (Due San Francisco 18th March).

Swatow, Amoy and Foochow ... Tues. Feb. 22, 1 p.m. Haining ... Tues. Feb. 22, 1 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles Demodocus ... Tues. Feb. 22. Registration ... 1.45 p.m. Letters ... 2.30 p.m. (Due Marseilles 24th March).

Amoy ... Tues. Feb. 22, 5 p.m. Soochow ... Tues. Feb. 22, 5 p.m.

Manila, Australia and New Zealand via Thursday Island Mishima Maru ... Wed. Feb. 23. Registration ... 8.45 a.m. Letters ... 9.30 a.m. (Due Thursday Island 7th March).

Swatow, Amoy and Foochow ... Sat. Feb. 24. Registration ... 8.45 a.m. Letters ... 9.30 a.m. (Due Marseilles 27th March).

*Japan, Canada, U.S.A., C. and S. America and *Europe via Victoria, B.C. ... Sat. Feb. 25. Registration ... 9.45 a.m. Letters ... 10.30 a.m. (Due Victoria, B.C. 22nd March).

Correspondence bearing vessel's name only.